

THE COMMERCIAL MOTOR

FRIDAY, JULY 7, 1961
ONE SHILLING



**TOUGH,
RUGGED,
ECONOMICAL**

A Rapier hydraulic-drive mixer operated by the
St. Ives Sand & Gravel Co., Ltd., Hunts.

The A.E.C. MARSHAL 6 CUBIC YARD TRUCK MIXER CHASSIS



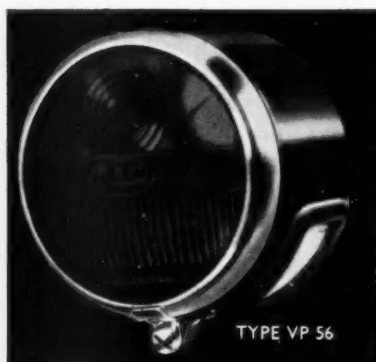
A.E.C. has developed the best chassis that takes a fully laden 6 cubic yard truck and carries it down the road at its full capacity. The 'Marshal' can down the road at 40 m.p.h. and will carry you really well while saving you money. It's the best chassis for your next Truck Mixer.

A.E.C. LTD. SOUTHALL - MIDDLESEX

Public safety demands



TYPE VP 49

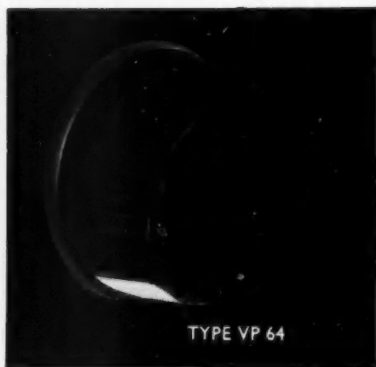


TYPE VP 56

the highest



TYPE VF 46/27



TYPE VP 64



TYPE L 608

lighting standards

To be sure of adequate rear lighting of your vehicles, standardise on C.A.V. stop and tail lamps, which have been developed solely for heavy road transport applications. They are built to withstand the most arduous conditions of service. All C.A.V. rear lamps not only meet the legal requirements laid down in British Standard Specifications, but are also designed to satisfy the more stringent requirements recommended by the S.M.M. & T. as the desirable minimum standards for such lamps.

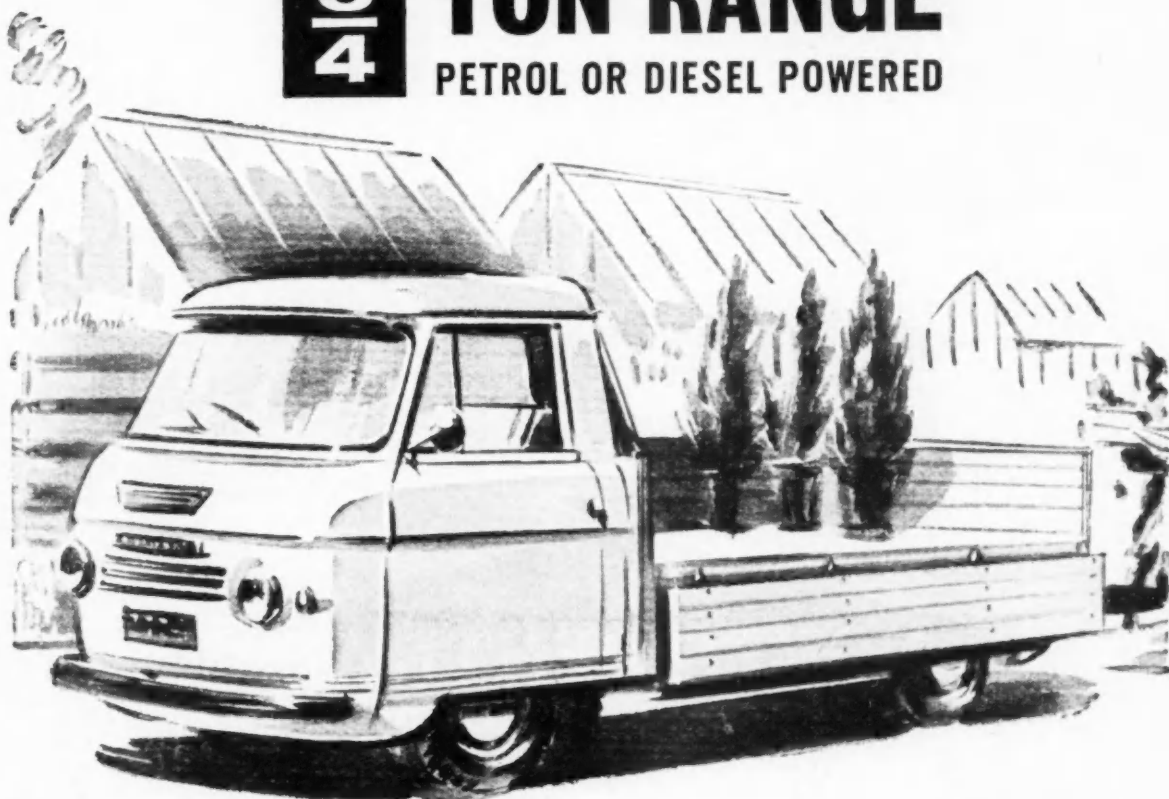


ELECTRICAL EQUIPMENT

C.A.V. LIMITED, ACTON, LONDON, W.3

COMMER

$\frac{3}{4}$ TON RANGE
PETROL OR DIESEL POWERED



keeps business moving fast!

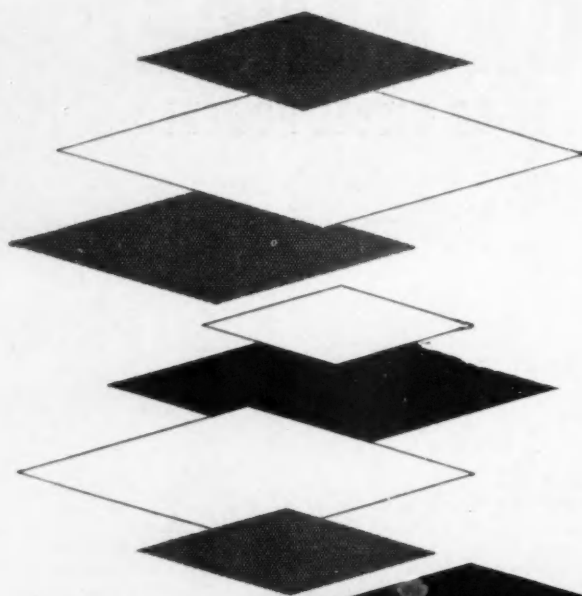
FOR those who need spacious, easily manoeuvrable transport vehicles that are as economical as they are lively in performance, Commer $\frac{3}{4}$ tonners are the perfect answer. Their tough construction enables them to stand up to the hardest usage; fully-proved petrol or diesel engines give ample power, whilst full-forward control, panoramic vision and positive steering ensure safe, easy, comfortable driving. Add to this, superb engineering and long-life dependability and you'll understand why each of the many models in the Commer $\frac{3}{4}$ ton range is so popular. Full details from your local Commer dealer.

Easily handled, compact with generous loadspace, the Commer $\frac{3}{4}$ ton Dropside is an ideal transport vehicle for market gardeners, nurserymen, florists, fruit and vegetable wholesalers and retailers. Also ideal for builders, contractors, merchants, and many other trades.

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for liquids,
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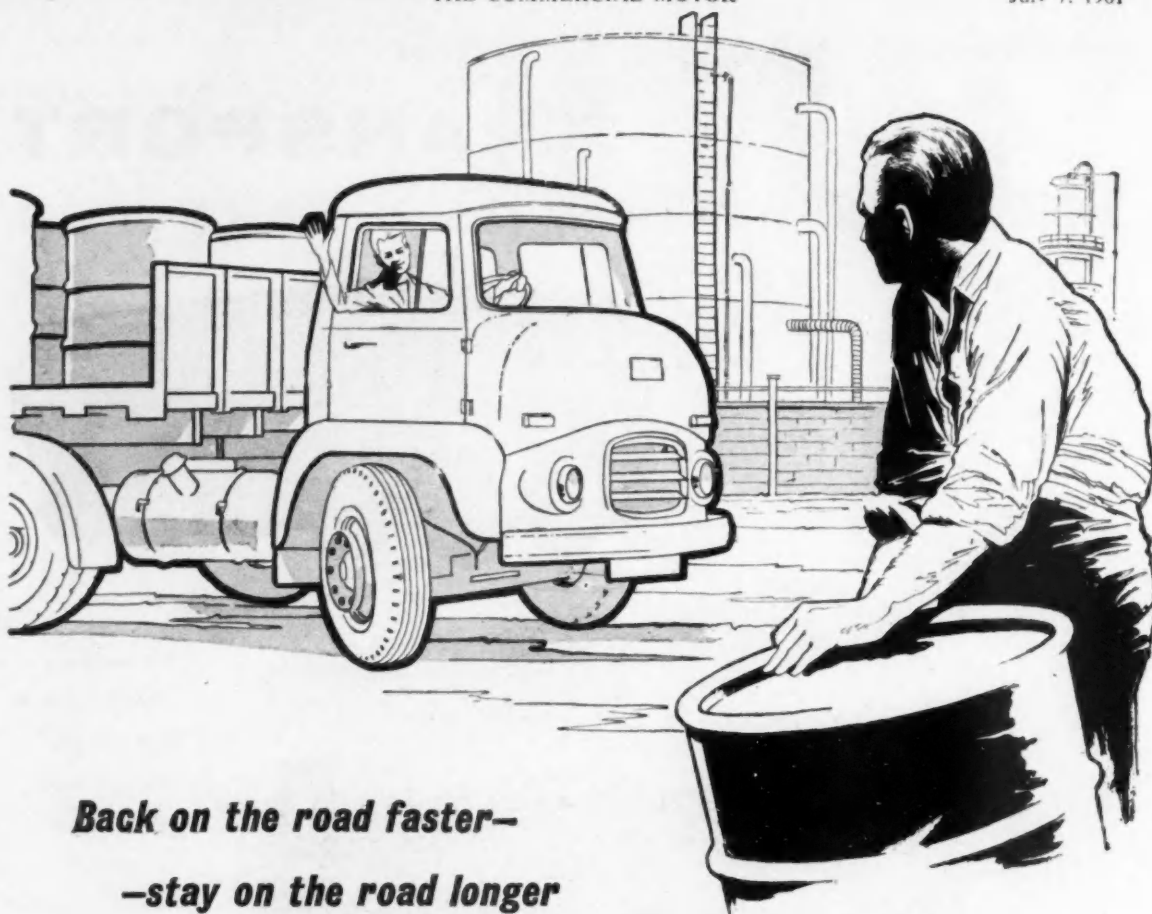
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8-WHEELER
FOR HEAVY
HAULAGE
TRANSPORTERS,
TIPPERS,
TANKERS**

*Illustrated is Tipper
with alloy body.
It has 14 ft. 6 ins.
wheel base and
operates at 24 tons
G.V.W*

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PREDOMINATING CHARACTERISTICS—Long life—reliability—operational economy.

RENOWNED ON A WORLD-WIDE SCALE—Power—stamina—low maintenance costs.

CHOICE OF ENGINE UNIT—112 b.h.p. to 200 b.h.p.

CAB—Imposing, coachbuilt, fibreglass, wide vision cab gives first-class driver comfort with fully adjustable bucket-type seat and perfectly placed controls.

EXTRA DRIVING AIDS—Heaters, demisters, flashing indicators and interior cab light are now standard equipment.

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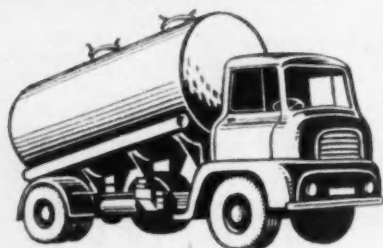
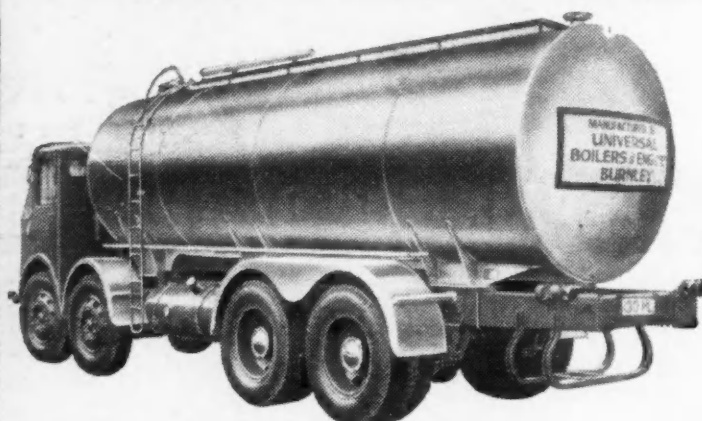
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tanker
for
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Our demonstrator is available *now* — just let us know when you'd like to try it for yourself.

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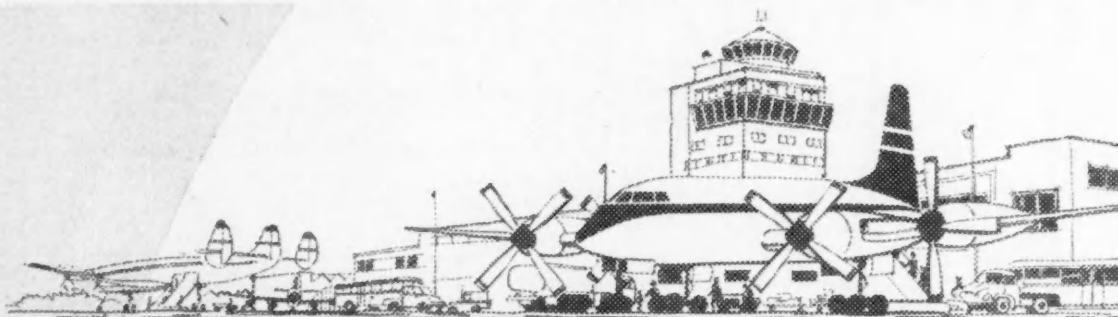
NORTH MIDLANDS Anthony Hoists, Chesterfield Depot, Station Lane, New Whittington. Telephone: Chesterfield 5495

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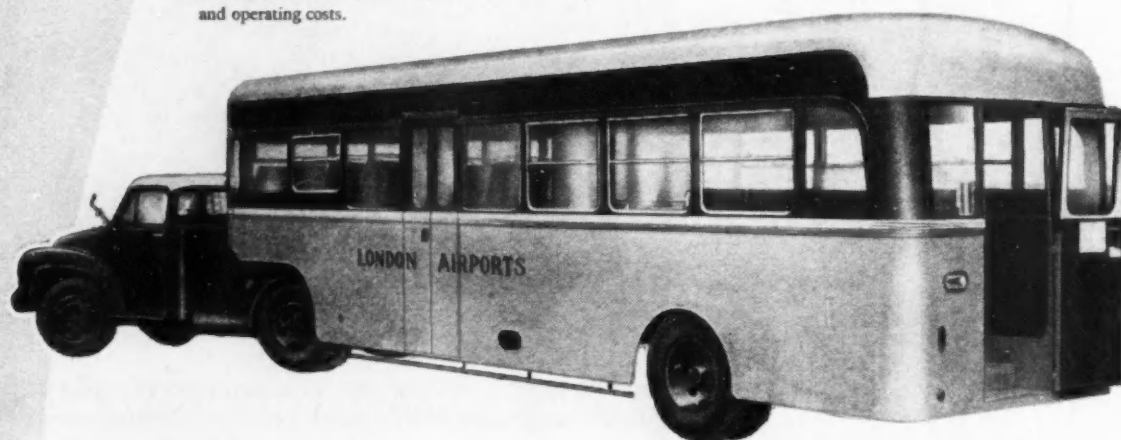
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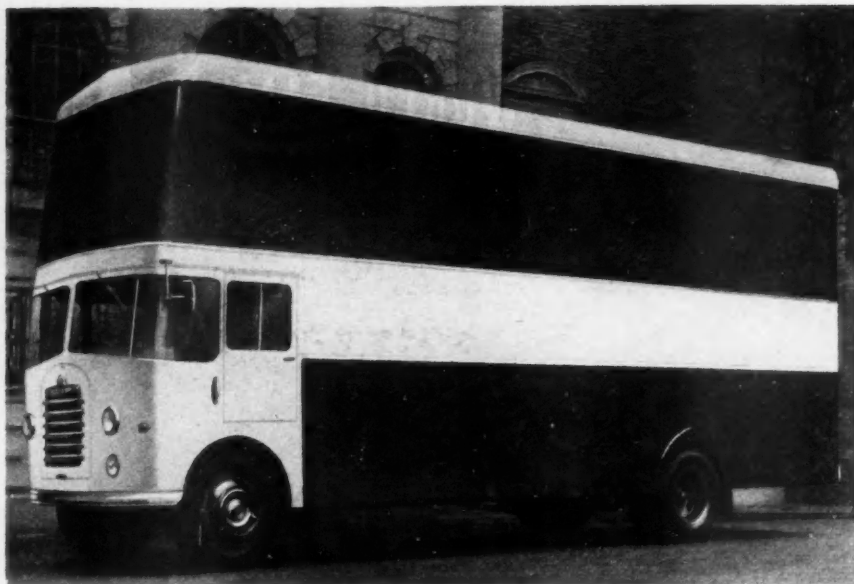
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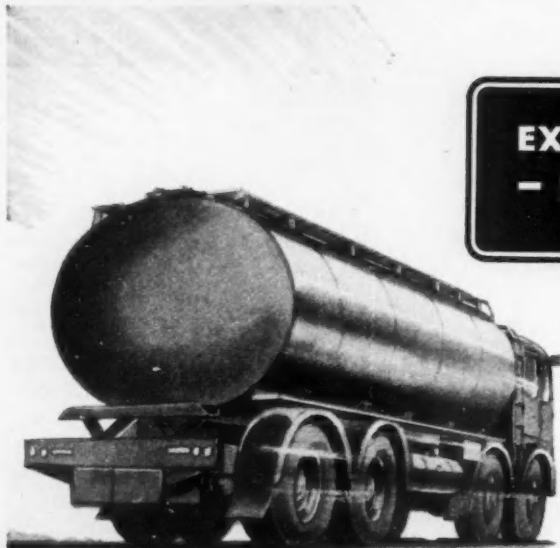
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COMPOSITE CONSTRUCTION : SELECTED HARDWOOD FRAMING,
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INTERIOR BODY LENGTH 23 ft. 10 in. 216 in. WHEELBASE
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cover Britain to speed your transport
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The man with a Shell Agency card has the greatest number of refuelling points in Britain. He can always be sure of getting Shell—and that means simpler book-keeping for you. Cash or credit. Ask your local Shell-Mex and B.P. Ltd office for full details.

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does it
with...

Solvex
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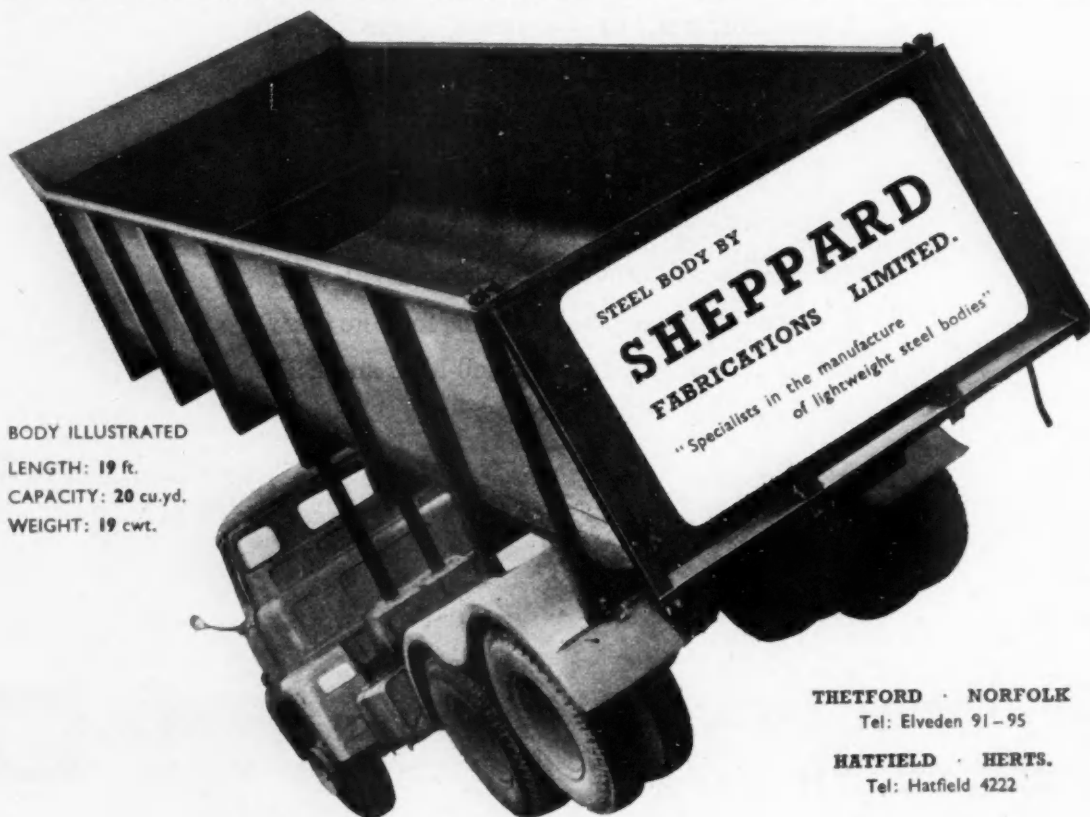
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BODY ILLUSTRATED
 LENGTH: 19 ft.
 CAPACITY: 20 cu.yd.
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the last word in shutters

This shutter is the latest development from a company with 35 years' experience in the manufacture and design of roller shutters solely for the motor vehicle industry.

It combines aluminium with nylon to produce a shutter with far greater strength and durability than ever before being made of 18g extruded age hardened material having a 2" flat face lath mounted on nylon end locks, thus eliminating "noise," "rattle" and the constant need for lubrication.

The flat exterior surface is perfect for paint finish and writing.

The shutter can be supplied either in roll up or roof type.

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Proof of CHAPMANS popularity

BRITISH COACH RALLY, BRIGHTON 1961

Out of 71 entries, Chapmans drivers seat mechanisms were fitted to 60 vehicles including a number also fitted with adjustable back rests and kidney pads. In addition, 4 coaches were fitted with Chapmans adjustable passenger seats and one with Chapmans fixed seats—and 4 of these were winners.

Indeed, Chapmans seats were on 46 of the 49 prize-winning coaches, including the overall winner, runner-up, driver of the roads section and driving tests, Concours d'Elegance, Chapmans and the majority of other awards.

NATIONAL COACH RALLY, BLACKPOOL 1961

- Out of 50 entries, Chapmans drivers seat mechanisms were on 40 vehicles and in addition, 2 coaches were fitted with Chapmans adjustable passenger seats. The overall winner, runner-up, and the winner of the "Driver of the Year" award, were fitted with Chapmans seats which were on 18 of the 23 prize winning coaches.

• *Chapmans extend their hearty congratulations to the Organisers of these Rallies, to the prize winners, the operators, the makers of the chassis and bodies of the coaches and the drivers in both of these outstanding events.*



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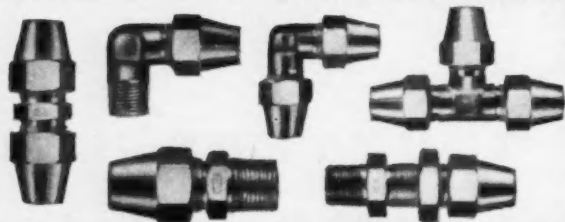
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AIR BRAKE PIPE COUPLINGS

Westinghouse-Simplifix pipe couplings are specially designed for use on air braking systems and other pneumatic equipment. They can be quickly and easily fitted and have a proved record of reliability during many years service. In addition to the extensive range of standard fittings available from stock, non-standard items can be produced at very short notice. Full information and Westinghouse-Simplifix catalogue RB448/2 will gladly be sent to you on request.

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**TAKES A
LOAD OF
PUNISHMENT !**

PLUS POINTS BEHIND THE THRUST INCLUDE

● NO GROUND CLEARANCE PROBLEMS

2-stage rams are positioned to thrust at slant angle of 30°. Thus there is no protrusion of lower ends of rams below chassis frame.

● MAXIMUM EFFICIENCY WITHIN MINIMUM LOADING HEIGHT

Design gives maximum efficiency with body floor heights within the minimum set by the Chassis Manufacturers.

● STABILITY

Wide spacing of rams ensures stability in the most punishing conditions. Rams are specially designed to counteract side movement of body.

● SIMPLE INSTALLATION AND CONTROL

The hoist is suitable for a very wide variety of intermediate and long wheel based commercial vehicles.

● AMPLE POWER FOR THE HEAVIEST LOADS

All Weston hoists are equipped with a 4-cylinder piston-type pump, precision-built, capable of operating at high pressures.

**WOOD, STEEL OR LIGHT
ALLOY BODIES BUILT
TO CUSTOMER'S OWN
SPECIFICATION.**

Two strong under-body rams of two-lift construction, give maximum thrust even in the worst conditions of strain and stress. In addition, a re-styled simple layout and exceptional low weight make the new 4S Twin-Power adaptable to a wide range of vehicles. Reliability and fast turn-round capacity have already been proved and acclaimed in all manner of work.



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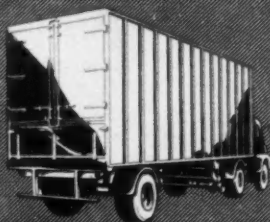
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A pocket index to over 400 places of interest with full details of opening times, admission prices and travel instructions. Price **6d.**

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CONDUCTED COACH TOURS

During the summer months London Transport runs Coach Tours around the City, to Windsor and Hampton Court and many famous Country Houses. All tours are accompanied by friendly guides—an illustrated folder gives details.

FREE MAPS AND LEAFLETS

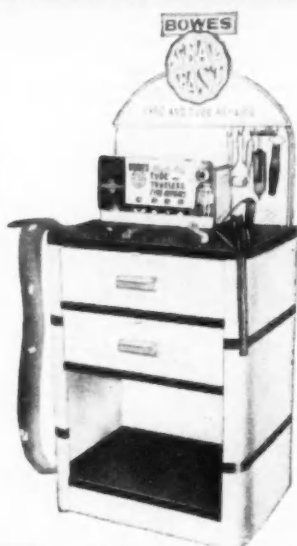
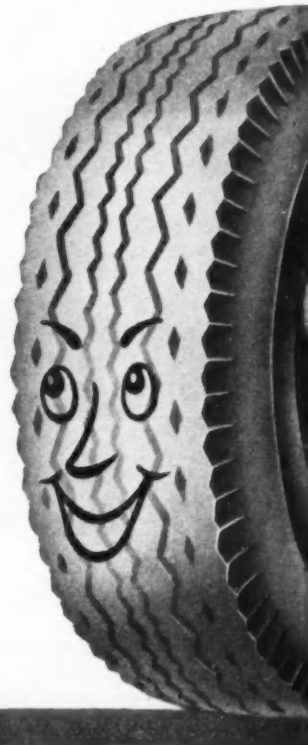
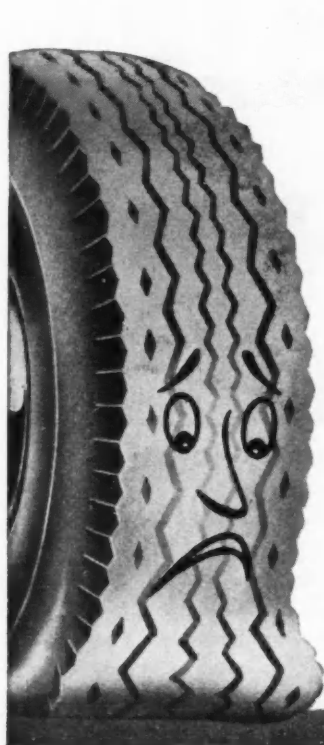
There are maps of all London Transport services, and leaflets dealing with historic houses, art galleries, museums, and such public spectacles as the Changing of the Guard.

All these publications, and many more besides, are available at London Transport's Travel Enquiry Offices. They are situated at St. James's Park and Piccadilly Circus Underground stations, at Eccleston Bridge (near Victoria Coach Station) and at the City Information Centre, near St. Paul's Cathedral. Books are also available by post from the Publicity Officer, London Transport, 280 Marylebone Road, London, N.W.1, and free maps and leaflets from the Public Relations Officer, 55 Broadway, Westminster, S.W.1, who will gladly answer all questions about travel in London. If you wish to telephone Travel Enquiries, please ring ABBey 1234.



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BOWES SEALFAST equipment is uniquely designed for *speed* and to take the hard work out of heavy tyre handling. Under this world-famous trademark is a *complete* range of dependable reasonably-priced equipment for the inspection and repair of tubed and tubeless, car-sized and commercial tyres.



Complete Tube, Tyre and Tubeless Tyre Repair Outfit. Standard equipment for every Service Station, vehicle operator and transport garage. Compact, tidy, and a workbench in itself, with all the tools for quick tube and tubeless tyre repair—supplied with a MULTI-PLY cabinet containing sufficient material for over 400 repairs.

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The Giant tyre removing and fitting tool that will handle 650" x 20" up to 900" x 20" sizes. Light, portable and adaptable, DAVID II will do everything and more besides, that machines costing 3 or 4 times as much will do. DAVID II loosens the tyre without the help of levers and cannot distort or damage the bead.

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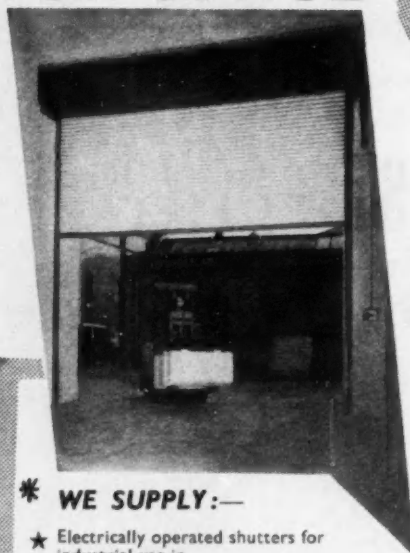
Triple purpose rubber lubricant for lubricating (1) TYRES, (2) Rubber parts and fittings and (3) for cleaning and renewing plastics, leather and rubber.

T.T. "LECTOSEAL"

vulcanising equipment for hot repairs if required. Hydraulic and pneumatic spreaders, removers and bead breakers. And a whole range of polishes, cleaners and compounds.



for SPACE



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- ★ Hand-operated shutters in polished hardwood for bars, cafe and canteen service hatches.
- ★ Grille shutters for shop windows, bars and arcades.

for SPEED!...



TWO MORE COMPANIES CHOOSE

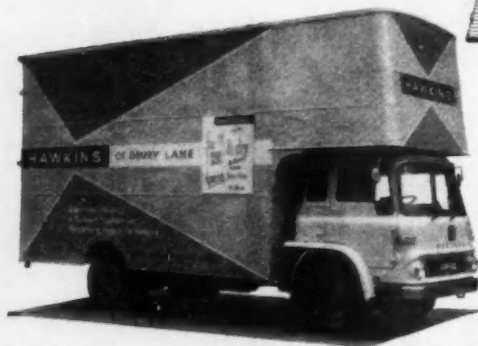
HOLTS' Rolling Shutters

When Broadbents Ltd., engineers, of Huddersfield, and British Road Services installed **Holts' Rolling Shutters** they gained **SPACE . . .** yards of space that was wasted by doors.

SPEED . . . the touch of a fingertip on a control button and a mighty shutter rolls away in moments.

HOLTS

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CAPITAL**MOTORS**SPECIALISTS IN BUILDING COMMERCIAL VEHICLES
TO REQUIREMENT

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New problems in bulk liquid transport are continually arising as new liquids are developed by chemists and produced by Refineries and Distilleries.

The vast experience of Andrews Bros. is invaluable in the solution of these problems and this service is available to you.

Whatever your requirements may be we can build the perfect tanker for the job and can offer quick deliveries at very competitive prices.



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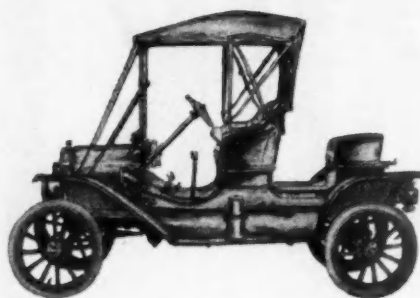
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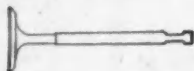
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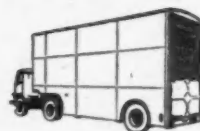
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Photograph by courtesy of British Overseas Airways Corporation.*



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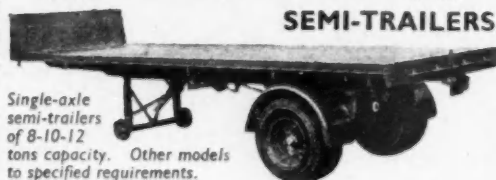
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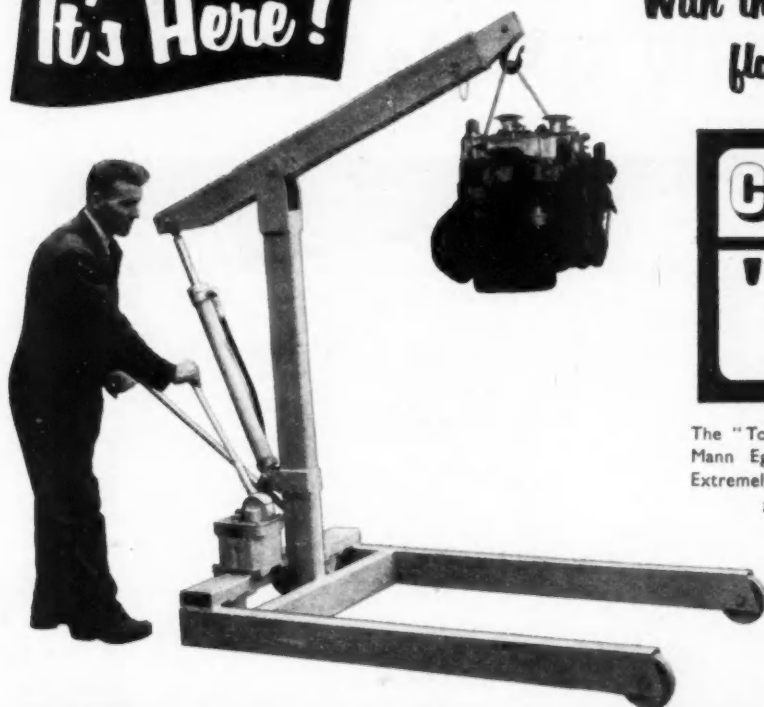
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Heat Exhaustion

HOT weather, when it occurs, makes news in Britain, but it also carries a warning to conscientious operators to "watch those tyres, particularly on motorways." Recently a lot of unfortunate publicity attended the crash in France of a British touring coach, and the blame was placed on a tyre failure. Whether this was fair will perhaps never be proved, but it does serve to show the unpleasant consequences that could follow tyre misuse and neglect. It just is not worth an operator's while to try to save by ill-using tyres.

The leaflets and posters issued last year by the Tyre Manufacturers' Conference make quite clear the tyre companies' viewpoint, and this information was by no means issued as a sales stimulant: the safety of all road users was the prime consideration. This also is the underlying factor behind the recent Ministry of Transport decision to look into the question of the 10 per cent. overload allowance at present granted by Certifying Officers in respect of passenger vehicle tyre loadings. Obviously an overloaded tyre which may be quite safe at 30 m.p.h. is going to be subject to considerably greater heat build-up and general stressing at speeds in excess of, say, 55 m.p.h. In hot weather the position becomes even more extreme.

For both goods and passenger vehicles it is generally accepted that original (as opposed to remoulded) tyres in good condition may be used in safety at speeds of up to 60 m.p.h. At above sustained speeds of 60 m.p.h. "special" tyres are recommended, these not necessarily being as frightening as they sound, but merely being tyres with the ability to withstand the increased heat generated in a tyre at such speeds. Such tyres are in production and have casings incorporating steel or nylon, usually combined with tread materials of a mix known to promote cool running.

A vastly overloaded tyre running at high speed for more than a few minutes is in danger of shedding its tread, a process which often culminates in the tyre bursting. This eventuality is more likely to occur in the case of goods rather than passenger vehicles, because overloading is so much a feature of current freight haulage.

As vehicle speed potentials rise, wheel balance and front-wheel alignment become increasingly important, particularly on vehicles with independent front suspension layouts, although such systems are not—as yet—in common use on British heavy vehicles. Lateral stability is important, too, and in this respect the tyre companies can be expected to be paying more attention to tread patterns and materials in the near future. For the present, though, the tyres for safe operation on motorways are available: it is up to operators to make sure their vehicles have them.

Does it Pay?

REVOLUTION is a strong word. But it is indicative of the changes and development which have occurred in the road transport industry over the past 50 years. Yet one thing remains the same—the vital necessity of knowing whether each vehicle, like its predecessor the horse, earns its keep. And throughout those 50 years from 1911 to 1961 *The Commercial Motor* has persistently emphasized the importance and explained the principles of costing vehicle operation through the medium of a weekly series of articles devoted to this subject.

Additionally since 1911 it has published successive Tables of Operating Costs and the new issue, published on Wednesday was, therefore, a Jubilee Edition. Originally a single sheet, this fiftieth edition contains detailed operating costs of 58 types of vehicles. Published annually, it is an invaluable and up-to-date reference book, not only for operators but for all concerned with costs and charging.

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- Birkenhead likes small buses
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NEXT WEEK

- Reports of three Lorry-Driver Eliminating Rounds
- Aluminium Bodies in Brick Haulage.

Men Who Make Transport

Kenneth

TO the layman there seems no obvious connection between the Derby Carriage and Wagon Works and General Industrial Cleaners—nor, commercially, is there any link-up. By the same token there does not appear to be any technical reason why a young executive from the Wagon company should suddenly cut adrift and join a new set-up whose sole mission in life was, and is, to give an engineers' overall cleaning and replacement service to a wide sector of British industry (and by "overall" is meant the protective garment).

No matter. That is precisely what young Kenneth Turner did way back in 1939. He saw a chance and took it; but not before he had learnt very thoroughly the lesson that hard work pays. "I had that drilled into me by the Works Superintendent of the Derby Carriage and Wagon Works. He was a man who worked like a demon himself and expected everybody else to do the same. It was a good lesson from a wonderful teacher. I only wish that my sons could meet Ernest Pugson's like at the right moment."

Turner is Derbyshire born and Derbyshire bred, though he is just about the last man to whom the rhyming tag "Thick i' th' ed" could be applied. He is by training an administrator but circumstances during 1938 and 1939, when the Wagon Works turned over to aircraft production, forced him into what, for want of a better phrase, one might call an engineering bias. That has stood him in good stead during the years between, though as he stressed to me: "The art of administration is to get other people to do the engineering, accountancy and so on. I am a believer in delegation."

He does not, however, deny that when your company is operating a fleet of more than 70 vehicles, it helps to know what goes on under the engine bonnet.

Bird's Eye View

Haulage Interest in the Roadrailer

SINCE it was first introduced, the Pressed Steel Co., Ltd., Roadrailer has remained an intriguing idea to combine the best of the road and rail haulage worlds. It was not the first road-rail hybrid nor, I imagine, will it be the last. But where has the past 18 months or so, since it was announced, taken it?

British Railways some time ago ordered 50, delivery of which will start early next year; but are road transport operators interested, I wondered. The company tell me that, so far, no orders have been received from road haulage operators, although a great many have expressed interest in the project.

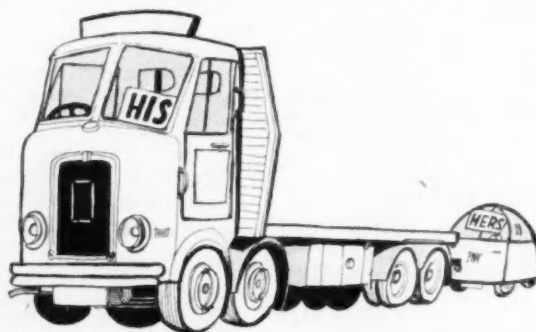
Steamers Again

TWICE in the past few weeks I have had cause to bring up the subject of steamers in this column. Now, at the risk of being labelled an enthusiast, I must allow another one to trundle in.

The other day I received from Mr. A. H. L. Thompson, the Foden publicity manager, a picture of a 1916 Foden in front of which are that grand old man, Mr. William Foden (who is still active as governing director), his sons, R. G. and J. E. Foden (joint managing directors), Mr. D. C. Foden (J. E.'s son) and his son, Hugh.

I was pleased to see that the steamer still wins prizes at rallies around the countryside.

A30



Fred Wilkin

What a Solution!

"THE real answer to traffic congestion is to limit the number of vehicles on the road." This remarkable statement was published in the July issue of the T.G.W.U. Record, in an article by a Mr. Len Cottrell, who also vouchsafes this little homily: "Most of the criticism (or should it be abuse?) that is hurled at British roads seems to come from people who have not looked very deeply at the root of the problem."

People, I presume, like hauliers and C licensees, busmen and traffic control experts. People, indeed, such as the considerable body of drivers who, like Mr. Cottrell, are members of the T.G.W.U. I was, therefore, surprised that the Union printed what was virtually an attack on members' livelihoods.

Charles Turner



The new T.R.T.A. president—Mr. K. C. Turner.

Kenneth Charles Turner is a tall, spare man with a lively, direct manner. A caricaturist looking for a model of a Midland businessman of the brusque, "Oop 'ere we doan't stand on ceremony" type, who usually mistakes rudeness for directness, would not find him in Turner.

By The Hawk

Out of Step

OBVIOUSLY, by imputation, Mr. Cottrell is satisfied that he has got to the root of the problem. Rather in the same vein as the awkward recruit, he is the only man in step.

He has words to say, too, about urban clearways, considering that "indiscriminate parking of delivery vans" causes congestion. Needless to add, Mr. C. favours these clearways.

I have a less remarkable conclusion than some of Mr. C.'s—that he is no great shakes as a traffic expert.

Barrage

ONE of my lesser feathered friends has complained to me in most pained terms. It appears that he was flying peaceably near Overstone Solarium, Northamptonshire, when his calm was disturbed by a succession of high-velocity cricket balls (intended, he thought, as an anti-bird barrage). However, on inquiring, I find that he chose to pass the area at a time when Mr. John Bishop was doing his best to win a cricket match.

Regretfully, I also have to report that Mr. Bishop and a team of cricketing removers from the London area (brought down by N.A.F.W.R. Metropolitan area chairman Mr. A. J. Bradick) failed by 5 runs to squash a combined East and West Midlands team of removers, who thereby appropriated a handsome trophy which had been donated by Mr. F. W. H. Winwood. Mr. Winwood is, of course, himself a West Midlands man and was also scorer—but I'm not suggesting anything!

These Overstone outings by the East Midlands area, N.A.F.W.R., are fast becoming a national occasion—and a most enjoyable one at that!

General Industrial Cleaners—"G.I.C." as they are generally known—operate a service that in many respects is novel, at any rate to me. The essence of it is the supply of three free overalls each to the workers of client firms, with one steel locker. At regular, frequent periods, G.I.C.'s vehicles collect the garments for cleaning and return them when cleaned. The service is virtually country-wide—you can see the vans with the firm's insignia as far away from Borrowash as Ferryfield Airport in Kent, where Silver City Airways is one of their clients.

"One of the fundamentals of the whole operation is regularity. The cleaned overalls must be on the client's premises on the day and time stipulated. If not, there's no worth-while service. That's why our vehicles are run as closely to schedule as a passenger transport system. If, for example, I happened to be on London's Old Kent Road at a certain time I could say with certainty that in 10 or 15 minutes one of our vehicles would pass me."

Today Turner's company occupies large premises in the Village of Borrowash just outside Derby. Altogether more than 450 people are employed but so efficient is the organization that one is not conscious of any bustle and certainly not of any disarray. But this substantial concern has virtually been built up only since the end of the war, though in fact it was founded in 1939. Expansion has been swift. At first Kenneth Turner, as general manager, had to turn his hand to all kinds of jobs—selling, meeting new clients and confirming old ones, smoothing out technical hitches in delivery and collection, sometimes, perhaps, taking a look underneath a van, and at the same time (in concert with his Board) making policy decisions and sharpening up the general organization. Today he is the managing director, the captain on the bridge, who expects that each of his subordinates will do the job entrusted to him without continual prompting.

Likes His Employees

It is one of his more illuminating characteristics that he likes his workpeople very much indeed. "All the talk about British people not working hard, the kind of loose talk you sometimes hear in pubs, is in my opinion, just so much boloney," he told me.

Another key to his outlook is his enthusiasm for cricket (he is proud of his son's prowess in the game, too). In his garden there are three sets of practice nets, in which he sets a good example to members of many British cricket clubs. I must add straight away that he is himself a member of the Derbyshire County Cricket Club Committee and a playing member of the G.I.C. and Friars Cricket Clubs.

He is an enthusiastic traveller. He delights in taking his family in the car to Europe, wandering from place to place, not always with any preconceived schedule, and taking a gourmet's interest in the food and drink of the country. He likes fast cars and is a reliable fast driver though he confesses that on holiday he is no believer in rushing about and covering as many miles per day as his Mark IX Jaguar will take him.

The industry recognized his worth and ability by making him president of the Traders Road Transport Association. He was appointed a member of the East Midland division of the T.R.T.A. in 1949 and in 1954 became vice-chairman of the divisional committee. Three years later he was its chairman. As long ago as 1949 he became a member of the national council as an East Midland representative. In 1957 he was elected one of the Association's vice-chairmen.

The key to success? Modestly he describes it as hard work first and foremost, analytical ability (to enable a man to get at the fundamentals) and courage to act on the results of analysis. So success is reached in the business sphere by energetic, courageous and informed action. H.C.

T.G.W.U. Campaign Against Excessive Hours

FROM OUR INDUSTRIAL CORRESPONDENT

A NEW campaign against road haulage contractors and their drivers who work excessive hours and do not observe the rest period regulations is foreshadowed at the Biennial Delegate Conference of the Transport and General Workers' Union.

The conference, which opens at Brighton next Monday, will have before it a series of resolutions to ease the work of lorry drivers.

One expresses "serious alarm" at the way Section 73 of the Road Traffic Act, 1960, is being violated throughout the country "by a majority of operators" and urges that traffic enforcement officers should have increased facilities.

Another wants heavier penalties imposed on persons violating this section. One of the penalties should be disqualification of the driver's licence "to deter these drivers from exceeding the legal hours to be worked."

A third wants an amendment of the section to reduce the maximum working day to 10 hours and to extend the rest period to 13 hours in any period of 24 hours.

Categories for Drivers

Another branch urges that drivers should be graded into three categories.

1. The long-distance driver to be paid as a skilled man and recognized as such.
2. The driver who does not have any nights away from home.
3. The driver who does only local deliveries.

Further, it demands that there should be registration for drivers, similar to that operating for dockers.

Under this proposal, drivers should be paid according to their category, instead of the existing practice of payment according to the weight carried by the type of vehicle.

There is also an attack on the Minister of Transport for allowing the practice of "trip bonus" payment for drivers to continue.

"This 'pernicious system,' the resolution states, has been the biggest contributory factor encouraging drivers to drive at excessive speeds for long hours with little or no rest at all. Gross overloading, with its consequent strains and stresses, made the vehicle a potential danger to other road users, it is stated.

Encouraging False Sheets

While this method of payment was allowed to remain legal, drivers would be encouraged to falsify log sheets and violate every law contained in the Road Traffic Acts.

Other resolutions call for compensatory payments to make up for the raising of the speed limit from 20 to 30 m.p.h. and for all drivers of commercial vehicles of over 3 tons unladen weight to have to hold again an H.G.V. licence and to be registered by the Ministry of Labour as skilled drivers of heavy goods vehicles.

On the bus side, the conference will be asked to express its "serious concern"

at the continued crisis in London Transport, resulting in higher fares, more waiting, fewer buses for the travelling public and worsening conditions for bus workers.

Other resolutions ask for an annual review of wage settlements; for an examination of the inevitability of the contraction of the bus passenger industry; for the elimination of all high-cost uneconomic services and for the recognition that national rates and conditions are minimum rates without prejudice to prosperous firms which are already paying higher rates.

There are several demands for a Government inquiry into the whole passenger transport industry and one for a single unified negotiating body to deal with wages and conditions for London Transport, municipal and private company undertakings.

Smiths of Maddiston Buy Two Concerns

THE share capital of two haulage concerns has been acquired by J. and A. Smith of Maddiston, Ltd. A total of 48 vehicles have been taken over. The first concern is McCann and McKay, Glasgow, who operate approximately 40 vehicles on A licence, a number of which are vans and which are mostly concerned with work in central Scotland.

The second company is J. Dennison and Co., Ltd., of Falkirk, who operate eight vehicles between Scotland and England. This company formed the Scottish section of Scraggs, of Cheadle, Lancs, who intend to carry on their business as usual with their original fleet from their Midland base.

The staffs of both of the concerns will be retained, it has been stated.

WOLVERHAMPTON JUST OUT OF RED

ALTHOUGH there was a gross surplus of £72,401 for the year ended March 31, last, on the workings of Wolverhampton Corporation transport department, loan charges reduced it to a net surplus of £4,722. In 1959 there was a £140,701 gross and a £47,395 net surplus.

Wolverhampton, which is to buy no more trolleybuses, had a gross profit of £103,211 (£147,816 in 1959) on those vehicles, and a deficit of £30,810 (£7,115) on motorbuses. This was because the trolleybuses are on the shorter, more profitable town routes.

Crosville Object to Air Transport Application

TRANSPORT licensing history was made last week when Crosville Motor Services became the first road operators to appear before the recently formed Air Transport Licensing Board to object to an application by Starways, Ltd., to vary their licence, between Hawarden, Liverpool and Glasgow, by including an optional stop at Blackpool; increasing frequency; and reducing the tariff between Liverpool and Glasgow. Silver City Airlines and the B.T.C. also objected.

Mr. J. A. Wilson, for Starways, said that due to the present low frequency, the airline could not offer what they regarded as a "genuine service." If they were granted 12 return flights weekly, they would be able to offer at least two return flights daily, six days a week, and get generally more traffic.

They wished to reduce the single fare from £3 18s. to £3 15s. to bring it in line with the London fare. At present there was quite a disparity in the charges made to passengers.

Questioned by Mr. R. Oswald, for Crosville and the B.T.C., Mr. Wilson said that the main intention was to provide a

Mr. Leech told our reporter that he believed this was the first occasion on which a bus company had opposed an application before the Board. The application had been brought to Crosville's attention by the B.T.C., and the company had decided to object "to bring to the notice of the Board that other people could be affected and applications should not be granted automatically."

businessman's service between Blackpool and Glasgow. There was a reasonable demand, but not sufficient to warrant the steady operation of one aircraft on the route.

Asked what evidence he had to show that the needs of the public at present were not being met, Mr. Wilson replied: "There is no air service at all."

He agreed that the fare between Liverpool and Blackpool was proposed at £1 return, and between Glasgow and Blackpool at £5 return.

Mr. Oswald: "I am sure you will accept that the railway first-class return fare between Glasgow and Blackpool is £6 10s., and you are undercutting that by 30s.?"

Mr. Wilson replied: "We could put it another way by saying that the railways are overcharging." He pointed out that they were already operating the service at a fare of £6 return.

As is the normal procedure, the Board reserved their decision, which will be announced later.

High Court Hears Merchandise Appeal

"Tribunal Wrongly Exercised Its Discretion"

THE hearing of the appeal against the Transport Tribunal's decision in the Merchandise Transport case started in the Court of Appeal last Thursday. The case was continuing at the time of going to press and was to be immediately followed by the hearing of the Arnold Transport (Rochester), Ltd., appeal.

For the appellants in the Merchandise case, Mr. E. S. Fay, Q.C., said the appeal raised questions of great practical importance to the transport industry. It was not too much to say that the Tribunal's decision, as it stood, would alter the character of a large proportion of the country's haulage industry.

The British Transport Commission and 60 road hauliers were appealing from a decision of the Tribunal granting an application by Merchandise Transport, Ltd., of Tottenham, to vary their A licence by adding 119 vans. Of this number 112 were held on C licence by Harris Lebus, Ltd., furniture manufacturers at Tottenham and Reading, the parent company of Merchandise Transport.

The Tribunal had reversed a decision of the Metropolitan Licensing Authority, and had allowed the company's appeal subject to remitting the case to the Licensing Authority to determine the precise number of additional vehicles to be granted.

Hauliers' Case

Mr. Fay, for the B.T.C., said he also appeared for a large number of road hauliers who were competitors of Merchandise Transport and who appeared as objectors before the Tribunal and the Licensing Authority. They provided transport in the same district or between the same places as Merchandise Transport.

Counsel said that the question of A-l licence jurisdiction was a matter in the discretion of the Licensing Authority which had to be exercised in the public interest.

"The core of my case is that the Tribunal, when reversing the decision of the Licensing Authority, wrongly exercised its discretion," said Mr. Fay.

What was really happening was a switch-over of 112 vehicles on C licence from Harris Lebus to Merchandise Transport on A licence, with an additional seven vehicles on A licence. The vehicles would carry furniture on their outward journey but the appellants were concerned with the effect on their own traffic to London if 119 Luton vans were let loose throughout the country with the right to carry general goods back to London. There was danger that the traffic they now carried might be taken from them by Merchandise Transport.

L.A.'s Decision

Counsel read the decision of the Licensing Authority and said that the finding was that the desire of Harris Lebus to employ Merchandise Transport to carry their goods was "less than genuine," and was subordinate to the wish of Harris Lebus, and its subsidiaries, to use

A-licensed vehicles in order substantially to increase the capacity they could offer for the carriage of return loads. It was not in the public interest that the application should be granted.

Merchandise Transport had stated that the principal object of their application was to form a single integrated fleet of A-licensed vehicles primarily to serve the expensive transport needs of Harris Lebus.

Lord Justice Devlin said there seemed to be an air of great unreality about the whole matter. It simply made nonsense of the rule that A-l licence carriers should not carry their own goods. It was just a matter of forming a subsidiary company and then applying to transfer a fleet of C-l licence vehicles to A licence.

Mr. Fay: "That is really the heart of this case. It is had enough having 119 vehicles running empty on the roads and available to carry return loads. But look at all the other manufacturers and retailers and other commercial organizations who have large fleets of C vehicles."

"The London Brick Company has at least 400 vehicles under C licence, travelling outwards with loads of bricks to all parts of the country and returning empty because they are C-licensed. If this Transport Tribunal decision stands there is nothing to stop this company from getting return loads on their empty brick lorries."

Rural Services: Waiting for Jack

From Our Political Correspondent

NAMES are being steadily added to Mr. Rupert Speir's Commons motion asking for urgent action to ensure that adequate country bus services are maintained—and Tory Mr. Speir is now receiving the support of Labour and Liberal MPs.

But, even as the support for the motion grew, it became clear that any Government steps to implement the recommen-

dations of the Report are a long way off.

Mr. Ernest Marples, the Minister of Transport, was asked in the Commons last week what action he proposed to take, but all he could add to the unpromising statement he had given three weeks earlier was: "I am now considering the comments on the Report, which have been received from the associations which I have consulted."

Don't Scrap Derv Records Yet

IT will be some time before the need to keep derv records is scrapped. The Hydrocarbon Oils (Marking of Gas Oil) Regulations, 1961, came into effect last Saturday, thus making it obligatory to mark with a dye gas oil not intended for use in a road vehicle—it bears duty of only 2d. a gallon. But derv records must still be kept.

A Customs and Excise spokesman told *The Commercial Motor* this week: "It will be a fair while yet before they can be withdrawn." He explained that before derv records could be scrapped, machinery had to be set up to enforce the new regulations, and this would probably take some time.

IN THE MONEY

Herbert John Moore, aged 47, told Bridgwater magistrates last week that he earned between £40 and £60 a week as a self-employed lorry driver. He was fined £60 for dangerous driving. A police witness said Moore overtook another vehicle at 50 miles an hour. "I thought it was quite legal," he said.

Counsel added that he agreed it was not a necessary ingredient of C-l licence running that there should be empty return running. He did not deny that one of the facets of public interest was the desirability of avoiding empty running of vehicles. However, in the present case, it was simply a transfer of A-l licence work from other transport hauliers to the fleet operated by Merchandise Transport.

Unregulated Competition

Mr. Fay then referred to the Road and Rail Traffic Act, 1933, and said it might be thought that one of the evils the statute sought to repress was that of unregulated competition between road hauliers. The principal object of Section 11 of the Act was to protect professional hauliers against the depredations of uneconomic competition.

In counsel's submission, the Transport Tribunal had based their decision on their previous findings in other cases and had omitted altogether the facts of the present case.

During further submissions by Mr. Fay, Lord Justice Sellers asked: "When you go into this trade as a haulier don't you expect competition?"

Counsel said hauliers expected the licensing system to give them sufficient security to provide a full service to the public, to keep their vehicles in order, and to provide enough for a reasonable living. Often they expected to make up on the swings what they lost on the roundabouts.

(Continued on page 791)



Men in the News

Mr. Arthur Ruston (left), Goodyear's new director for production, and Mr. J. G. Osborne, Firestone's new North London divisional manager.



After 33 years' service with Halifax Passenger Transport Department, **Mr. Harold Bell**, chief inspector since 1955, is to retire shortly.

Mr. Archie Pressley, manager of the machine tool section of the machinery department of Thos. W. Ward, Ltd., has retired after over 51 years' service with the company.

Mr. J. G. Osborne has been appointed North London divisional manager for the Firestone Tyre and Rubber Co., Ltd., in succession to Mr. E. C. S. Barton who has retired.

Mr. George H. Spear has been appointed manager of the new Telehoist London factory at Sunbeam Road, Chase Road, N.W.10. Three new representatives of the Telehoist sales organization are **Mr. Harold Johnson**, **Mr. John Jenkins** and **Mr. V. Bettany**.

Bernard Wardle (Everflex), Ltd., p.v.c.-coated fabrics manufacturers, of Caernarvon, North Wales, have appointed two new directors to their board: **Mr. W. Howson**, chief engineer, and **Mr. J. W. Sutherland**, who will be responsible for new developments and production.

Mr. P. A. Maclaren, export manager (Eastern) of Leyland Motors, Ltd., has been appointed general manager of Karkhanah Leyland (France), Ltd. **Mr. J. A. R. Jackson**, who was personal assistant to the general sales and service manager of Leyland Motors has been appointed export manager (Eastern), and **Mr. C. W. B. Walker** has been appointed personal assistant to the general sales and service manager.

Mr. Arthur Ruston has been appointed director for production for the Goodyear Tyre and Rubber Co. (Great Britain), Ltd., Mr. Ruston, who until recently was plant manager at Goodyear-Luxembourg, succeeds **Mr. John Q. Shaul**, and will be responsible for the overall production at the firm's two factories at Wolverhampton and Glasgow. Mr. Shaul, who has been director for production for Goodyear-Great Britain for the past three years, is returning to the U.S.A.

B2

Mr. C. F. Kearton, deputy chairman, has resigned from the board of Pinchin Johnson and Associates, Ltd., at his own request. The following appointments have been made: **Mr. W. T. Branscombe** is appointed deputy chairman, having relinquished his position as managing director; **Mr. W. Gerard Daroux** is appointed managing director; **Mr. G. F. Ingham Clark** is appointed commercial director; and **Mr. W. S. Kerr** is appointed a director of the company and will assume the position of sales director.

Mr. Joseph Lincoln Spedding Steel has been appointed chairman of Triplex Holdings, Ltd., in succession to **Sir Graham Cunningham**. Mr. Steel joined the Triplex Holdings Board in May last year, being at the same time appointed deputy chairman.

He was a member of the Board of Imperial Chemical Industries, Ltd., from 1945 to 1960, and prior to that had been successively director, managing director and chairman of I.C.I.'s Alkali Division. Mr. Steel has been chairman of the British National Committee of the International Chamber of Commerce and chairman of the Overseas Trade Policy Committee of the Federation of British Industries for over 10 years.

Forthcoming Events

September 17.—Lorry Driver of the Year Contest, National Final, Fort Dunlop.
September 21-October 1.—Frankfurt Motor Show.
October 5.—Institution of Municipal Engineers, "Planning for Traffic" Convention, Central Hall, Westminster.
October 5-15.—Paris Motor Show. (Cars only.)
October 17-18.—Road Haulage Association Conference, Brighton.
October 18-28.—Earls Court Motor Show.
October 24-27.—Royal Dairy Show, Olympia.
October 28-November 8.—Turin Motor Show.
October 31.—British Electrical and Allied Manufacturers' Association Dinner, Grosvenor House, Park Lane, London.
November 10-18.—Scottish Show, Kelvin Hall, Glasgow.
November 13-16.—National Maintenance Conference and Exhibition, Central Hall, Westminster.

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April 30-May 5.—F.I.S.I.T.A. Ninth International Automobile Technical Congress, Church House, Westminster.
May 15-17.—Public Transport Association Conference, Harrogate.
May 29-June 1.—Institute of Transport Congress, Cardiff.
September 21-29.—Commercial Motor Show, Earls Court.
October 17-27.—Earls Court Motor Show

Mr. Peter Wadham, branch manager, Wadhams, Ltd., Petersfield, has been appointed technical director on the board of Wadham (Holdings), Ltd. **Mr. A. E. Osgood** becomes branch manager at Petersfield.

Mr. Harold W. Stoneman has been appointed manager of the Producing Department of Esso Petroleum Co., Ltd., which will undertake the exploration for gas and oil in specified areas in the counties of Hampshire, Surrey, Sussex and Kent. This follows the granting of licences to the company for this purpose by the Ministry of Power. Mr. Stoneman has been with the Esso group of companies for 24 years.

Mr. A. Bolton has been re-elected chairman of the Passenger Vehicle Operators Association. The three vice-chairmen are: **Mr. W. Dodds**, **Mr. J. T. Steel**, and **Mr. E. A. Lainson**. The treasurer is **Mr. F. Broomfield**. The area chairmen are: **Mr. James Walker** (East Midland); **Mr. Dodds** (Scotland); **Mr. S. G. Bellamy** (Western); **Mr. T. Hoyle** (Yorkshire); **Mr. H. Allen** (North Western); **Mr. A. E. Brewer** (South Wales); **Mr. H. W. B. Richards** (West Midland); and **Mr. C. C. Hutchinson** (London and Home Counties).

Obituary

We regret to announce the death of **Mr. George Beckett**, general manager of Darwen Corporation Transport Department. He was 60. Mr. Beckett started his career as a bus conductor in Oldham just after the first World War, and had been general manager at Darwen for 16 years.

FEWER PASSENGERS

MR. N. MORTON, general manager of Sunderland Corporation transport undertaking, in his annual report, says there are no signs of a halt in the decline in the number of passengers using the corporation buses. Last year, he states, the number of passengers fell by 3½ million to nearly 82 million, while the number of bus miles covered fell by 309,000 to 6,567,000. Receipts, however, increased by nearly £12,000 to £896,217, and the trading profit was £96,890 against £101,940 the previous year.



This was the casualty facing Mr. G. Rogers, proprietor of Unity Garage, Leicester, when his round-the-clock breakdown service was called out recently. The load consisted of five tree trunks, the heaviest, of which weighed 7-tons. A Morris-Commercial 4x4, an Albion 6x6, and a 7-ton platform lorry were used by the Unity team to winch the timber to a replacement unit.

Merchandise Judge Wants to Know About Return Running in Haulage

(Continued from page 789)

MR. FAY referred to evidence given before the Licensing Authority by 27 objectors, and said it showed there were regular services to all large centres of trade in the United Kingdom; existing hauliers could carry all the traffic that was offering. The evidence went further and showed that facilities were already surplus to requirements, to the extent of showing vehicles to be idle or only partially loaded on many days.

The Transport Tribunal held that the evidence did not come near to proving what the objectors sought to prove. In counsel's submission, the Tribunal reached no real finding at all as to what the evidence established.

Special Standards

Lord Justice Sellers said the Tribunal might be employing some special standards to reach their decision. He supposed one could never get perfection when every vehicle went out full and returned full. The Tribunal might have said: "We have had evidence from objectors, but it is almost inevitable in the trade that vehicles return light or only half full."

He added: "The Tribunal have the information and this Court has not."

Counsel said his case was quite simply that transport facilities were now adequate for requirements or in some cases surplus.

Lord Justice Sellers: "I am not too sure that is the case. There are a good many factors such as the method by which return loads are collected. Some people may be more diligent in trying to get a return load than others. I don't know how these work."

Mr. Fay said the Tribunal had to decide the case on the evidence and if they were going to make use of judicial knowledge and practice in the industry they had a duty to say what facts they took into consideration.

Lord Justice Sellers said there was no evidence by any customers of hauliers and when looking at the public interest it seemed an important matter.

Counsel replied there had never been a practice of calling customers to give evidence. There was no subpoena in traffic courts and it was very difficult to get a customer to give evidence.

Merchandise Transport had by one stroke been put in the same position as a tremendous organization such as the British Transport Commission. They had become national haulage carriers by reason of being a subsidiary of their parent company.

There could be no objection to outward traffic by the 119 vans. The reality of the case lay in the return traffic, which was the outward traffic of many of the appellants. Dealing with evidence for British Railways, Mr. Fay said it was relevant that they were losing traffic and being subsidized to the tune of over £1m. a week.

Public Interest

"I submit there is a public interest in safeguarding rail traffic, derived both from the public financial interest in the railway, and also in maintaining a railway system as a benefit to the trading public. Retaining traffic on rail also assists in preventing overcrowding on the roads."

Mr. Fay said one of his main complaints was that the Tribunal had neglected their important public function of regulating transport as a whole and had "put on blinkers" and looked on a very narrow field. The reality of the case was not simply an application to carry traffic outwards from London, but an application to carry anybody's traffic anywhere on the return journey.

There was the possibility of flooding the market with vehicles by people who were C-licence operators, to the detriment of professional hauliers.

The hearing continued.

MR. ALLEN AGAIN

THE chairman and managing director of Atkinson Lorries (Holdings), Ltd., Mr. W. G. Allen, has been re-elected chairman of the British Transport Vehicle Manufacturers' Association.

Applicant's Rates Were Cheaper

ONE vehicle out of a total of three applied for was granted to Edwards Transport (Lydbrook), Ltd., of Lydbrook (Glos), by the Western Licensing Authority, Mr. S. W. Nelson, at Bristol on Monday.

The applicant submitted that they needed the vehicles to carry a new type of cement brick which was being produced by Shakemantle Quarries, Ltd. This was a new industry in the Forest of Dean, and with the installation of new equipment, they expected to produce 1½ million bricks a month.

Mr. M. Gordan, chairman of the quarry company, told the Authority that they had found the applicant's rates were cheaper than other hauliers.

Mr. R. Read, one of 15 objectors, said that he could not compete with the low rates mentioned by the applicants. Asked what his rates were, he replied: "Nothing less than that indicated by 'The Commercial Motor Tables of Operating Costs'."

£9,250 Award Against Allison's

DAMAGES of £9,250 were awarded against the Dundee haulage company, Allison's Transport (Contracts), Ltd., in the Court of Session last week. They had been sued for £20,000 by Coco the Clown, the world-famous circus performer. He claimed that as a result of a collision between a van and trailer which he was driving on the Perth-Dundee road on August 16, 1959, and a lorry belonging to Allison's, he is no longer able to give the type of performance he gave before the accident. He maintained he now suffers from certain disabilities which are permanent and which have made him unable to perform his tumbling acts in the ring.

But for the accident he would probably have continued to work in the circus for another 10 years.

Liability was admitted by Allison's, but they contested the action on the grounds that the sum claimed was excessive. They believed Coco had intended to retire from professional life before long.

Coco, whose real name is Nicolai Polakovs, and who is 60, lives at 1 Rosebery Avenue, South Shore, Blackpool.

HAULIERS THREATEN MARKET BOYCOTT

BAKEWELL market may be boycotted by haulage contractors who bring stock to the market. They have said that they will boycott the market from July 17, unless something is done in the meantime to remedy their grievances. The contractors complain that they are sometimes kept waiting four or five hours before their vehicles are washed, and that they cannot find a parking place for them.

There are about 20 contractors taking part, owning between them 50 vehicles.

Transport Tribunal Decisions

Western L.A. Criticized "Hiring Was Not Phenomenal"

AN appeal against a grant by the Western Licensing Authority of an additional 9-ton artic. to J. Smith (Bicknor), Ltd., was allowed by the Transport Tribunal in London last week.

The appeal was made by four South Wales hauliers, I. Cresswell (Ebbw Vale), Ltd., E. B. Rees, Ltd., F. A. Parfitt (Transport), Ltd., and N. M. Watkins.

Sir Hubert Hull, the chairman, said that in the early part of 1960, Smith's made an application, which was the subject of a public inquiry in May. As a result they were granted A licences for three large vehicles.

There was no appeal on that decision, said Sir Hubert, and there was no urgency on Smith's part, because the third of the three vehicles did not come on to the licence until December last year. "For reasons which were not explored at the inquiry at the end of October, the respondents, though they had this large vehicle in hand, thought they had better apply for some more."

Referring to the figures, Sir Hubert Hull said the Licensing Authority was

wrong when he spoke of "striking increases" in the firm's earnings. "What should have struck him was not the increase, because there wasn't one, but the decrease," said Sir Hubert.

The Licensing Authority referred to "a phenomenal degree" of hiring. "In fact, hiring represents 7.2 per cent. of the total earnings. In a business of this character we don't think that that hiring percentage is phenomenal in any degree."

Sir Hubert said that after the three vehicles had been granted in May and one did not come on to the licence until December, Smith's were proved to be in a position of having a vehicle whose earning capacity was at least £5,000 a year, and it was not proved there would be demands upon them to the extent of more than £2,000.

As matters stood at the end of 1960, Smith's were fully equipped with all the transport they required to meet any work they had been called upon to do, and any increase for which there was reasonable proof. Therefore, an additional vehicle was not necessary.



This Redwing forward-control fire appliance is based on a Land-Rover 109-in.-wheelbase chassis, the conversion having been carried out by Carmichael and Sons (Worcester), Ltd. It seats four personnel, has a 140-gal. water tank and a 380-g.p.m. pump. Bodywork is in light alloy and glass fibre, and the appliance is petrol-engined.

His Intentions Were Quite Clear

AN appeal by the British Transport Commission against the grant of an additional 3½-ton vehicle to B. H. King of Kempston, Bedford—granted by the Eastern Licensing Authority last November—was dismissed by the Transport Tribunal last week.

Giving the Tribunal's decision, the president, Sir Hubert Hull, said a point had been made for the Commission that the declared normal use of the vehicle was not the purpose for which it was intended. They agreed with this but considered that Mr. King had made his intentions quite clear at the public inquiry.

The Tribunal considered that the figures did show that Mr. King's fleet was occupied and they were taking on a

fairly considerable portion of increased traffic.

The B.T.C. had said that the facilities provided by British Railways were adequate for the traffic, but "we do not think it was shown that the facilities they were providing, or were in a position to provide, were as suitable for the purposes of the only customer in this case as those which Mr. King said he would provide," said Sir Hubert.

The Tribunal, however, did not think that sufficient general evidence had been provided by the applicants. But they did think that carriage in a refrigerated van from the point of loading to the markets would be better than the broken journey by road or rail to London, and then by normal train service.

Mortons of Coventry Appeal Refused

AN appeal by Mortons Transport (Coventry), Ltd., against a decision of the West Midland Licensing Authority who had refused their application for 12 articulated vehicles and trailers on B licence and had granted three vehicles instead, was refused by the Transport Tribunal last week.

Giving the Tribunal's decision, the president, Sir Hubert Hull, said the key document produced in the case was one showing what was left untransported at the end of each day at the Massey-Ferguson and Standard-Triumph plants. "Once one appreciates how many vehicles are required to reduce that backlog to the sort of figure no one can complain of, three vehicles are ample to reduce it, certainly within a measurable time, to an amount which no firm can consider to be excessive," he said.

Decision Reserved in Lloyd's Appeal

CONCLUDING his case for Lloyd's Transport and Warehousing (Manchester), Ltd., who appealed against a decision of the North Western Licensing Authority, refusing them B licences for seven lorries, Mr. J. R. C. Samuel-Gibbon told the Transport Tribunal last week that the Licensing Authority was quite wrong to say they should have nothing.

"It would be reasonable to allow the vehicles, in place of those which were demonstrated up to the hilt as being off the road," he said. "The fact that we are not asking for general authority was proof of our bona fides."

The Tribunal reserved its decision.

Unpainted Routemaster Experiment

UNPAINTED aluminium-alloy exterior panels are the distinguishing features of RM 664—an L.T.E. Routemaster to be placed in experimental service shortly. All the panels are unpainted, and to give the bus an overall "silver" appearance plastics components are painted silver to match the alloy panels. The bus will be compared with normal painted RMs as regards wear, appearance and maintenance costs, and will be allocated to Highgate garage, operating on route 276 except on Saturdays, when it will run on route 127.

THREE-COURSE ATLANTEANS

THREE-COURSE meals may soon be served on "Gay Hostess" Atlantean coaches operated by Ribble Motor Services, Ltd., and its associated companies. This was revealed on Wednesday by Mr. R. P. Beddow, chairman of Ribble, at the annual meeting of the company.

Experiments had been carried out for some time, he said, which had proved successful.

Labour Sidesteps Nationalization

From our Political Correspondent

PLAIN, straightforward nationalization of road transport is dropped from the Labour Party's new home policy document, "Signposts for the Sixties." Instead, the national conference in October will be asked to approve a policy which envisages the unhampered expansion of publicly owned transport—obviously to the detriment of the privately owned sector.

"The scope for public enterprise should be extended by removing the anomalous restrictions which at present prevent public corporations from undertaking many useful and profitable developments," says the document.

"Britain will never have an economic transport industry until the publicly owned transport authority is free to extend its road services wherever it can usefully do so."

It adds: "Where competition creates not efficiency but chaos in a key sector of the economy, there too an expansion of public ownership may be necessary to put things right."

The point was amplified by Mr. Harold Wilson when the document was published last week. "We are not contemplating going back to the sort of idea of taking over from private owners of small lorries, and paying large sums in compensation," he said. "We are thinking much more in terms of expanding the existing nationalized sector."

Five for Nottingham

FIVE people have been short-listed for the post of deputy general manager, Nottingham transport department, in place of Mr. H. G. Morley who recently retired. The interviews will be held on July 24. The short list is: Mr. Clifford Fielden, commercial manager, Nottingham; Mr. L. C. Harrison, general manager, West Bridgford; Mr. W. R. Holland, deputy general manager, Morecambe and Heysham; Mr. Donald Machin, chief engineer, Nottingham; and Mr. John Proctor, deputy general manager, Rochdale.

Weekly to Poland

BARTON TRANSPORT, of Chilwell, near Nottingham, were granted a licence to run a weekly express service from Nottingham to Warsaw by the East Midland Traffic Commissioners last week.

Mr. R. Seely Whitby, for Barton's, said the service would begin in April, 1962, and would operate for seven months every year until October.

Fare for the full journey would be £28 return and £15 10s. single. The children's fare would be £21 and £12.

FIATA CONGRESS FOR VIENNA

A CONGRESS of the international transport contractors' and forwarding agents' organization (F.I.A.T.A.) is to be held in Vienna from October 9 to 14.

Was Application Made In Wrong Area?

BEFORE reserving his decision on an application by Michael and Partners, Ltd., Chesterfield, at Sheffield last week, the Yorkshire Licensing Authority, Major F. S. Eastwood, expressed some doubt as to whether or not the case should have been heard in that traffic area. The application was based principally on the carriage of coal from collieries in the Midlands and South Wales to the Reading area. It had first been heard in April, 1961, when Michael and Partners asked for four B vehicles of 19 tons to carry deep-mined coal, pig iron, oxide, road and building materials within 85 miles of their base at Chesterfield.

The application had been adjourned on the last occasion to enable the figures to be broken down. This had been done, but Major Eastwood pointed out that they should have been submitted prior to the hearing to enable the other parties to study them in advance.

The case was opposed by four private road hauliers from the Derby and Nottingham areas, who all told of tippers licensed to carry coal which were not fully utilized, especially in the summer months.

Mr. H. Bonsall, an operator from Ripley, said in evidence that, following the first hearing, he had approached Michael and Partners for work, as they also acted as a clearing house.

He had been asked to deliver some coal to Manchester, and duly sent a vehicle along the following morning. The driver had waited until late afternoon before the unit was loaded, by which time it was too late to set out that day, so the coal was delivered the next

morning. No remuneration was received for the lost day's work and Mr. Bonsall said he could not afford to operate on this basis.

Objections had been received from British Railways and their representative produced schedules showing the availability of their coal wagons. During April and May this year there had been a surplus of facilities.

In submission, Mr. J. Webb, for the railways, said that the applicants wanted a base at Chesterfield to deal with traffic from the Midlands and South Wales. A base was not needed in Yorkshire and the application should have been made in the Midlands. Two supporting witnesses had wanted coal carried to Reading, but all evidence had been rebutted by the objectors.

Mr. N. A. Orman, for the applicants, contended that Chesterfield was not far from the East Midlands coalfields and they also wanted to carry traffic to Birmingham. Witnesses had said that transport was not available when they needed it. People needed the quickest possible service today, and should not have to wait for vehicles.

Maj. Eastwood said he agreed with the final remarks of Mr. Webb, but would consider all the evidence and give a decision later.

Cement Tanker Fleet Increased

AN application by Hugh Clelland and Sons, Chryston, to increase their cement tanker fleet by five vehicles was partially granted by the Scottish Licensing Authority. Mr. W. F. Quin, last week at Glasgow, Mr. H. Clelland, managing director, gave evidence that his fleet was the only one of its type in Scotland, making hiring impossible. Large-scale construction, including two new steelworks, involved handling of 150 tons per day.

Granting four articulated vehicles, Mr. Quin said he would limit their use largely within the southern division of the Scottish traffic area.

EDINBURGH FARES APPROVED

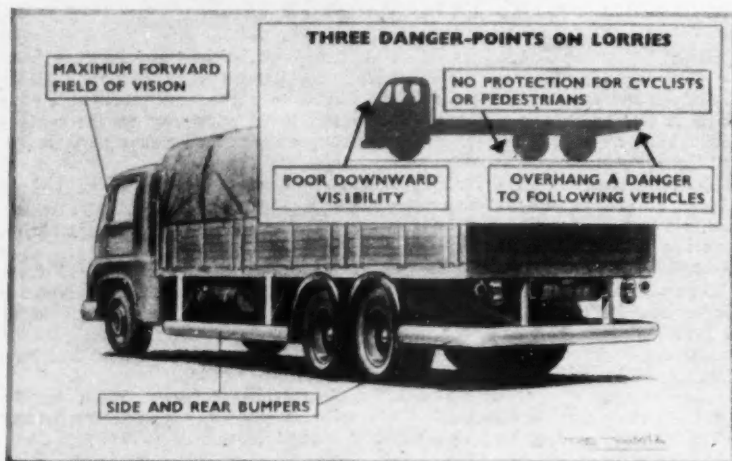
THE application by Edinburgh Corporation for permission to increase fares was approved in full by the Scottish Traffic Commissioners.

Mr. W. M. Little, general manager, said that unless fares were raised the depot would be faced with a deficit of £194,000 for the year to the end of May next year. If the application was granted, in a full working year they would have about £15,000 to spare.



Cockers (Southport), Ltd., co-operated with Ormskirk Motors, Ltd. in fitting sliding door gear to an integral van based on a Bedford TK 4-ton chassis. It will be seen that the door has a separate panel let into its lower edge at the front corner, and this panel fills the gap between the bottom of the door and the top of the step when the door is closed, retracting level with the bottom edge as the door slides back. The trap behind the door gives access to the engine.

Injuries Survey Report



An artist's impression of what was advocated.

RECOMMENDATIONS for improvements in vehicle design to lessen the risk of injuries or to minimize their severity when road accidents occur are made in the first report of the Road Injuries Research Group, published on Tuesday. The establishment of the Research Group at the Birmingham Accident Hospital was announced by the Duke of Edinburgh, as President of the Automobile Association, following the annual meeting of the A.A. in May, 1960.

The A.A. has set aside £30,000 to finance the group over a period of seven years. In their report, which covers 10 months work, the directors of the Research Group, Mr. William Gissane, Ch.M., F.R.C.S., Hon. F.R.A.C.S., and Dr. John P. Bull, M.D., draw attention to features of vehicle design which, according to their analysis, are the most common causes of injuries in road accidents.

With regard to heavy vehicles, the report makes these points:—

The field of vision of the driver is often restricted so that he cannot see children who may be immediately in front when the lorry moves off from rest. The high clearance of the sides of many heavy lorries and trucks allows persons ejected from cars, motor and pedal cycles, to be run over by the twin rear wheels.

The long overhang of many heavy vehicles and trucks is a particular hazard to cars and motorcycles in night collisions, often when the heavy truck is stationary and ill-lighted at the roadside. In these circumstances cars and motorcycles have often been jammed under the overhang and the occupants and riders of these vehicles received very serious facial, neck and chest injuries.

The accompanying illustration shows how a heavy vehicle might look if its design were as advocated by the group.

Out-of-peak-hour Distribution Problems

THE "social problem" posed if commercial vehicles make collections and deliveries at night is discussed by Mr. H. R. Featherstone, national secretary of the Traders' Road Transport Association, in the T.R.T.A. Bulletin.

The suggestion has been made that trade and industry should help to alleviate traffic problems by carrying out distribution out of peak hours, particularly at night, says Mr. Featherstone. The Association has been advocating such action whenever it was practicable for several years past.

But, he adds, the scope for readjustment is necessarily limited, particularly so far as night deliveries are concerned.

"Deliveries require not only drivers but staff at both dispatch and receipt points. Will the staff be available and, admittedly a secondary issue, can their

night employment, say in small shops, be an economic proposition?

"The social problem does not end there. Staffs on night duty must get to and from work and that presupposes adequate public transport. They have to eat, which involves night catering facilities.

"And so the various aspects accumulate and the full ramifications of what is essentially a social problem begin to be seen."

Mr. Featherstone, saying that a very considerable adjustment in the British mode of life would be necessary to achieve anything substantial in the way of night deliveries, adds that the failure to make any material impression on the London peak-hour traffic problem by means of staggering hours highlighted the same sort of difficulties.

I.R.T.E. Vehicle Exhaust Study

MEMBERS of the Institute of Road Transport Engineers who have been conducting independent investigations into the problem of excessive smoke emission, are being invited to send information, opinion or comment to the Institute's secretary for forwarding to the recently formed Vehicle Exhaust Study Group.

This group of the I.R.T.E. is carrying out its own investigations, with special reference to engine and component design, fuel constituents, engine maintenance and other contributing factors. It is studying also apparatus capable of providing warning of fumes or smoke emission.

Argentina To Make Perkins Engines

AN agreement has been signed by F. Perkins, Ltd., for Perkins three-, four- and six-cylindered diesel engines to be manufactured under licence by Fast S.A. Commercial e Industrial, Buenos Aires, a company forming part of a well-known industrial group founded by the Amat family.

The project has the full approval of the Argentine Government who welcome it as an important contribution to its plans to increase the country's industrial capacity and utilize national resources.

Mr. M. I. Prichard, managing director of the Perkins Group, said recently: "Perkins have now decided to manufacture in the Argentine because concessions aimed at encouraging the manufacture of engines provided under an Argentine Government decree last year created a favourable climate for operation and also because import restrictions are making the export of engines to Argentina increasingly difficult."

The local content of the engines will be built up over a four-year period and production of the six-cylindered engine will start later this year, using existing factory premises in Buenos Aires initially. Production is expected to reach an annual figure of about 12,000 units.

GLACIER GET SOVIET CONTRACT

AS a result of close contact during the last year or so between officials and technicians of the Glacier Metal Co., Ltd., Wembley, Middlesex, and Russian automotive manufacturers, reticular-tin aluminium bearing material has been standardized for two different Soviet heavy-vehicle engines and also for two private-car engines. In 1959, 2,000 sets of such bearings were ordered by the U.S.S.R. trade delegation for tests in the Soviet Union.

It is planned to make the bearings in Russia in plant designed and built by Glacier which will be shipped out to the U.S.S.R. within the next two years. The value of the contract, which was signed last month between Glacier and Stanko-import, is over £400,000.

Bus Companies Line Up for Fares Increases

Mr. Thom Attacks Use of Cars in Town Centres

GRANTING Eastbourne Corporation's application to increase fares last Friday, Mr. H. J. Thom, the chairman of the South East Traffic Commissioners, made public his strong views on the use of private cars. He urged the Corporation to deter their use in the town centre by making it difficult and expensive for them to be parked—"The extended use of the motor car cannot go on much more," he said.

Sitting at Eastbourne, the Commissioners heard the first of a series of fares applications from Southern operators, made as a result of the latest wages award. Commencing with Eastbourne, within the next few weeks the Commissioners will hear applications from Bournemouth Corporation, Southern Vectis, Aldershot and District, Hants and Dorset and Wilts and Dorset.

Eastbourne Corporation's application—its second within a year—was presented by Mr. J. J. P. Boyle, who told the Commissioners that since last year, "every single member of the undertaking, from the manager to the cleaners, had had a pay rise."

The increases, if granted, would produce £14,000 which would result in a "profit" of £679 this year. Only one third of the total fare stages would be affected, and the proposals did not include the sea front services, which were increased last year. The Corporation contended that the increases were extremely reasonable and in the public interest.

Mr. Thom, in his decision, congratulated the Corporation on its "kind and generous treatment" of the travelling public in Eastbourne.

Token Resistance to W. National Bid

ONLY token opposition was offered by 14 Devon, Somerset and Dorset local authorities, to an application, heard before the Western Traffic Commissioners at Bristol last week, by the Western National Omnibus Co., Ltd., and the Southern National Omnibus Co., Ltd., to raise fares to meet the recent wages award.

Mr. H. L. Ellis, director and general manager of both companies, said the additional cost to the companies would be £155,000. Operations during 1960 brought about a net profit of £173,949. If the proposed fares were sanctioned, estimated profit would be £198,600.

The new proposals provided for the retention of the 2d. minimum fare, but only a proportion of the lower fares would be increased. One could still take a ride in a £6,000 bus for the price of a box of matches, said Mr. Ellis.

Announcing the Commissioners' decision, the chairman, Mr. S. W. Nelson, said: "We think on the whole it is the fairest way of spreading these increased costs over the travelling public—they must pay for their transport. If people would calmly compare bus fares with other public charges, they would realize how reasonable they were."

£129,000 Yield

Increases were also sanctioned in respect of the services of Hants and Dorset and Wilts and Dorset Motor Services. In the case of the former these provide for graduated increases on a fare-by-mileage basis principally in the range of 2d. to 1s.; 84.5% of fares being increased.

Cost of the new wage increases would be £150,290, and the proposed new fares would yield £129,000. The company's

chief accountant said they did not anticipate any passenger resistance this time and had allowed nothing for it.

New 12-seater conversions of the Thames 15-cwt. van were announced by Kenex Coachwork, Ltd., on Monday. They are the Kenebrake as illustrated, which sells for £630 in standard Ford colours, or £650 in Kenex colours, and the Kenebrake Yeoman, which costs £5 less in each case.



Success For United Auto and Cumberland

CUMBERLAND MOTOR SERVICES, LTD., Whitehaven were granted increases in fares by the Northern Traffic Commissioners at Carlisle last week which will affect all major towns in West Cumberland, as well as Carlisle, Wigton and Keswick.

For the company, Mr. J. L. R. Croft, said that an application was made a year ago to vary fare tables because of a wage award. There had been another increase in wages which meant an additional £37,000 in a full year. With other increases in costs, including the graduated State pension scheme, the increased cost for a full year would be £43,480 of which £22,110 had to be borne by the company this year.

In a full year the fares increase would bring in £33,700 extra. Mr. Croft said

No Twopennies for Bristol

THE Western Traffic Commissioners sitting at Bristol last week granted an application for the revision of fares by the Bristol Omnibus Co., Ltd.

The decision means the end of the 2d. fare in Bristol city services and instead the minimum will be 2½d. for 0.8 of a mile. Other fares will be on a fare-by-mileage basis.

On the company's country services the minimum fare will be 3d. for a mile or less.

MORE ON MOTORWAY EXPRESSES

MIDLAND RED'S method of levying a "surcharge" on all passengers using their motorway expresses was rejected by the East and West Midland Traffic Commissioners last week. In a deferred decision the Commissioners said that they would increase the level of all single and return fares charged by Midland Red, but pointed out that in doing so they were concerned primarily with the need for increased revenue for the company. Their decision was not to be taken as indicating that they considered a higher fare ought to be charged when an express service was routed via a motorway.

that remarkable economies had been carried out by the company during the past 12 years. The number of buses had been cut down, but seating capacity had been increased as had the mileage covered by the vehicles operated by the company.

The company proposed, in the next two years, to substitute 70-seater buses for 60-seaters.

The Commissioners also granted an application for fares increases to United Automobile Services, Ltd., Darlington, which were described by the Commissioner as "not unreasonable." They will be introduced in the middle of July. The recent wage award had added £205,000 to the company's operating costs in a full year.

London Busmen About Face on Colour Bar Issue

From our Industrial Correspondent

LONDON busmen changed their minds last week on the question of introducing a colour bar and saved their union and the London Transport Executive from an embarrassing position.

At a meeting last month of the Central Road Services Committee of the Transport and General Workers' Union, which was attended by delegates from 80 inner London bus garages, a resolution opposing the "influx of immigrants to this country and their employment in London Transport" was narrowly carried by two votes.

Since the terms of the resolution were against union policy, it was excluded from the official minutes of the conference. But the matter was raised again last week.

This time, Mr. Wally Hurford, who represented Upton Park garage, moved a resolution declaring against any form of discrimination on the grounds of religion, race or sex. There was a heated debate before the resolution was decisively carried by 65 votes to 14 with two abstentions.

Only three delegates spoke against and they disclaimed colour prejudice. But they did say that they thought coloured people who had been living "on peanuts" thought they were very well off on a conductor's £11 6s. a week. They, therefore, acted as a brake on the campaign for higher wages.

Altogether London Transport employ some 1,200 coloured men and women out of a total labour force of 37,000.

Urban Road Planning Steering Group

AS already announced, Mr. Colin Buchanan has been appointed to the Ministry of Transport to undertake a study of the developing problems of roads and traffic in urban areas and their influence on the urban environment.

To assist Mr. Buchanan in this work, the Minister of Transport is appointing a Steering Group of which Sir Geoffrey Crowther will be the chairman. It will be the function of this Group to keep itself informed of the way in which Mr. Buchanan's work is proceeding, to give

him general advice as to the broad lines which he should pursue and to give the Minister their advice on Mr. Buchanan's conclusions.

The other members of the Steering Group will be: Sir William Holford, Mr. O. A. Kerensky, Mr. C. H. Pollard, Councillor T. D. Smith and Mr. Henry Wells.

Exports Improve

PRODUCTION of commercial vehicles in the first four months of this year totalled 162,274, compared with 149,330 for a similar period in 1960. There was also an improvement in exports, 66,446 vehicles being sent overseas between January and April this year, compared with 52,003 in the corresponding period of last year.

The output of commercial vehicles in April at 37,634 was 9,726 less than the previous monthly figure and the lowest since last November. However, the weekly production rate continued to run at a high level in April at 9,409 units a week and compares favourably with the 8,807 weekly average for the whole of 1960.

Details are given in the accompanying tables.

PRODUCTION—APRIL, 1961

Type	April	Jan.-Apr.
Goods vehicles, tractors and special types		
Under 15 cwt.	20,055	81,795
15 cwt.-3 tons	5,911	27,679
3-6 tons	4,592	21,523
Over 6 tons	5,757	25,063
Total	36,315	156,060
Passenger vehicles		
Motorbuses, single-deck	1,117	5,363
double-deck	202	851
Trolleybuses	—	—
Total	1,319	6,214
Grand Total	37,634	162,274
Weekly average	9,409	9,546

NEW COMMERCIAL VEHICLE EXPORTS—APRIL, 1961

Type	April		January—April	
	No.	Value £	No.	Value £
Goods vehicles, complete and chassis assembled and unassembled	12,905	8,838,830	60,910	40,304,093
Motorbuses and trolleybuses, complete and chassis	558	789,552	2,557	3,606,659
Road haulage tractors	91	161,521	318	652,373
Others descriptions, complete and chassis	132	354,958	532	1,353,168
Dumpers and dump trucks	—	408,048	—	1,880,704
Industrial trucks	—	256,836	—	1,377,536
Trailers	615	214,549	2,129	753,448
Totals	14,301	11,024,294	66,446	49,927,981

Orders and Deliveries

BOLTON REGENTS DELIVERED: Bolton Corporation Transport Department have taken delivery of six A.E.C. Regent Mark V double-decker buses. Metropolitan-Cammell-Weymann 72-seater bodies with front entrances and power-operated doors are fitted.

RIBBLESDALE ORDER RELIANCES: Six 36-ft.-long A.E.C. Reliance coaches have been ordered by Ribblesdale Coachways, Ltd. The bodies will be 8 ft. 2½ in wide and have 49 seats.

MYSORE ORDERS COMETS: The Mysore Government Road Transport Undertaking have ordered 30 Leyland Comet long-wheelbase bus chassis from Ashok Leyland, Ltd., of Madras.

PIT RESCUE SCAMMELL: A Scammell Mountaineer four-wheel drive tractor has been added to three other Scammells used with trailers to carry emergency rescue equipment by the East Midlands Division of the National Coal Board.

New Transport Companies

Bentley Haulage, Ltd. Cap. £1,500. Dirs.: D. C. Roberts, 4 Victoria Road, Bentley, Doncaster; K. W. Newbury, 170 Bentley Road, Doncaster; A. G. Robinson, 15 Foxley Avenue, Wombwell, Yorks. Sec.: D. C. Roberts. Reg. office: 170 Bentley Road, Doncaster.

Plumstead Transport Co., Ltd. Cap. £100. Dirs.: J. G. Dearsley, 76 Genesta Road, Plumstead, London, S.E.18; E. W. J. Dearsley, 24 The Common, Woolwich, London, S.E.18. Sec.: E. W. J. Dearsley. Reg. office: 61 Portland Place, London, W.1.

S. E. Parker and Sons, Ltd. Cap. £2,000. Subs.: S. H. Lucas and F. A. Dean, 6 Surrey Street, London, W.C.2. Sec.: S. H. Lucas. Reg. office: 6 Surrey Street, London, W.C.2.

H. T. Farlam, Ltd. Cap. £1,500. Dirs.: H. T. Farlam and P. S. Gibbin, 38 Queens Road, Fairfield, Buxton, Derby.

Rosedale Haulage, Ltd. Cap. £100. Dirs.: C. P. B. Davey, G. Davey and C. S. Davey, 4 Bracks Road, Bishop Auckland, Co. Durham. Sec.: C. S. Davey. Reg. office: 4 Bracks Road, Bishop Auckland, Co. Durham.

C. W. Budd (1961), Ltd. Cap. £100. Dirs.: S. Hill and E. G. Hill, 3 Featley Road, London, S.W.9. Sec.: S. Hill. Reg. office: 3 Featley Road, London, S.W.9.

A. G. Bird (Transport), Ltd. Cap. £20,000. Subs.: A. G. Bird, 2 Church Road, Sharnhall, Nr. Wolverhampton; K. H. Hind, 141 Beachcroft Road, Wall Heath, Staffs. Dir.: A. G. Bird. Sec.: K. H. Hind. Reg. office: Hilton Garage, Cannock Road, Featherstone, Nr. Wolverhampton.

Trans-European Coach Lines, Ltd. Cap. £100. Subs.: J. H. Wright, 70 Windemere Road, London, N.10; G. H. Eames, 294 St. Margaret's Road, Twickenham, Middx.

MINISTER'S "NO" TO "SAFETY-SERVICE" LEVY

THE Minister of Transport does not think much of the idea of a special levy on all road users, to pay for a "safety-service." Replying to a question in the Commons last week, he said that the existing arrangements for rescue and communications seemed to be, in general, adequate.

Any necessary extension of the patrol system could be better achieved by the further development of mobile police patrols.

MR. MARPLES AT FOLKESTONE

MR. ERNEST MARPLES, the Minister of Transport, paid a private visit to the Folkestone works of Martin Walter, Ltd., recently, accompanied by Mrs. Marples.

Both Mr. and Mrs. Marples are keen caravanners and they showed particular interest in the Dormobile caravans in construction on Bedford; Ford Thames, Austin, Land-Rover, etc.



BIG

HIGGS AND HILL CHOOSE AUSTIN 7 TONNERS

Engineering contractors, Higgs & Hill Ltd., build roads and runways, factories and flats, power stations and bridges. In their Austin fleet are many 7 ton trucks and tippers. Chosen for:

MASSIVE STRENGTH: extra strong steel frame braced by 5 cross-members. Exceptionally robust front axle. Tough semi-elliptic springs. High-efficiency steering. Powerful servo-assisted brakes.

POWER PLUS ECONOMY: 5.1 litre O.H.V. 6 cylinder B.M.C. diesel engine, 105 b.h.p. at 2,600 r.p.m. Precision built direct injection equipment ensures maximum fuel economy.

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DRIVER COMFORT: Super luxury all steel safety cab. Uninterrupted visibility through deep wrapround windscreen. Foam rubber seating, all-ways adjustable. Sprung steering wheel.

7 TON CHOICE: 120", 150" or 160" wheelbase. Trucks with platform or dropside bodies, tippers with 6 cu. yd. Edbro or Telehoist hydraulic tipping bodies. Chassis/cab/scuttle units also available. **NEW LOW PRICE:** from £1,162.

STOP PRESS Latest addition to Britain's widest 5 cwt.-7 ton range is the new Austin prime mover for 18 ton gross train weight.

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Overseas Business—Austin Motor Export Corporation
Limited, Birmingham, England
London Showroom: 41-46 Piccadilly, London, W.1.

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Formal International Transport Agreement

THE convention on contracts for the international carriage of goods by road (CMR) came into force on Sunday between Austria, France, Italy, the Netherlands and Yugoslavia. This convention, which was drafted by the inland transport committee of the Economic Commission for Europe, was opened for signature at Geneva on May 19, 1956. It is the road equivalent of the Berne convention on the transport of goods by rail (CIM), which has been in operation for rail transport for close on 70 years.

Although the CMR will be in force as between only five countries in the first instance, it will apply not only to transport between two contracting states but also to any transport originating in or consigned to a contracting state. Unlike the CIM, the CMR is confined to stipulations of private international law.

M.P.s Support Channel Tunnel Plan

IMMEDIATE and weighty support was given last week to a House of Commons move in favour of a Channel Tunnel. More than 70 M.P.s., of all parties, gave their backing to a motion urging an immediate conference between the British and French Governments, as a preliminary step to a final decision on the cross-Channel link.

The motion is in the name of Mr. William Teeling (Tory, Brighton Pavilion), who is joint chairman of the Channel Tunnel Parliamentary Group. Lord Amulree, a group vice-chairman, has put down a similar motion in the Lords, but some M.P.s consider that his has wider, if perhaps unintentional, implications than mere support for a tunnel between Britain and France.

If this country were to enter the Common Market a Channel Tunnel

A FURTHER postponement of any concrete decision was the result of a meeting in Strasbourg, France, this week of the Transport Ministers of the six Common Market countries to discuss inter-member transport policy, writes a special correspondent. The Ministers—of France, Italy, Federal Germany and the Benelux countries—were considering a memorandum presented to them by the Common Market Commission on the matter of transport co-ordination within the area. The only resolution passed was to allow the memorandum to be worked on by officials of the six national Ministries, in co-operation with the three Inner Six economic organizations (Common Market, European Coal and

Steel Community and Euratom) over the current summer and early autumn, the Ministerial Council to meet for further consultations in late October.

Although only comments of a general nature were made at the Strasbourg meeting, the Ministers are said by observers to have received with reserve Commission suggestions putting a stop to independent national transport decisions of member Governments. The Commission recommendation to the six Governments to introduce the withdrawal of inter-member transport discrimination by obligatory transport documentation, freight rates and conditions of carriage by July 1, 1961, must thus be seen as of symbolic nature only.

It can have little serious effect on any operators at the present time.

Free Operation Proposal

Earlier this month the Common Market Commission passed on to the advisory transport committee of the Inner Six trade bloc recommendations by which transport operators of any Common Market country would be able to operate absolutely freely throughout the area by the end of 1967. This would mean that operations within one member country and not crossing any land border would be possible by a transport firm based in any other country.

Under the Commission's plan, this would be the end of a phased programme aimed initially at the permitting of internal operations in a country other than that of a given operator's base insofar as such operations connected up with a border-crossing service, this to be brought into operation by December 31, 1964.

would play a vital part in the integration process, and so the motion is not likely to be favoured by those Members who are fighting to keep Britain from joining forces with the "Six."

The motion stresses the need for major improvements in the transport facilities for passengers, goods and vehicles between Britain and France.

BARTON'S BUY NEW PREMISES

BARTON TRANSPORT, LTD., of Chilwell, Notts, have bought factory and warehouse premises in Mount Street, Nottingham, opposite one of the city's largest bus stations.

The property, costing £14,500, has a total site area of 500 square yards and floor space of 10,196 sq. ft. Mr. Kenneth Barton said: "We hope to use the new premises as booking office and bus park."

MUNICIPAL CONTRACTS

Mansfield Highways Committee have accepted the quotation of H. A. Saunders, Ltd., of Worcester, for the supply of a Bristol Duplex industrial tractor with shovel equipment, at a price of £1,940.

Hornsey Corporation are recommended to accept the tender of Crimble of Staines, for the supply of a Bray 450 IF Ford 6D 80 b.h.p. tractor shovel for the sum of £3,942, subject to a part-exchange allowance of £500.

Norwich Health Committee recommend approval to the purchase of two Pakomatic 50-cu.-yd. refuse collecting vehicles with hygienic loading shutters from Shelvoke and Drewry, Ltd., for the sum of £4,565 each (plus delivery charges, and less an allowance of £75 for three vehicles to be replaced).

Wandsworth Borough Council are recommended to place an order with Kingston Hill Motor Works, Ltd., for the supply of two Paladin-type refuse vehicles with Eagle bodies on Bedford chassis, for the sum of £7,626; and with Glover, Webb and Riverside, Ltd., of London, S.E.1, for the supply of two barrier-type refuse collection vehicles, complete with Scammell tractors, at an estimated cost of £6,000.

Stourbridge Corporation are recommended to accept the tender of Wollaston Garage, Ltd., of Wollaston, Stourbridge, amounting to £934, for the supply of a Morris Commercial diesel-engined 3-ton lorry, with tipping body, the price includes an allowance for an old lorry; the tender of Lycetts Garage, Ltd., of Stourbridge, for the supply of a Karrier Blenheim refuse collection vehicle for the sum of £2,998; and the tender of Dennis Bros., Ltd., of Guildford, amounting to £4,150, for the supply of a Dennis dustless refuse collection vehicle.

Glasgow Transport Committee are recommended to approve the placing of orders with A.E.C. (Sales), Ltd., for the supply of 75 double-deck bus chassis, for the sum of £193,500; and with Leyland Motors, Ltd., for the supply of 75 double-deck bus chassis for the sum of £201,075, required in connection with the tram conversion programme.

Swindon Parks, Markets and Cemeteries Committee have accepted the quotation of the Victoria Garage (Swindon), Ltd., amounting to £377, for the supply of a Morris 5-cwt. van; the tender of Skurays, Ltd., in the sum of £401, for the supply and delivery of a Bedford 10-cwt. van, including an allowance for a vehicle to be replaced; and the quotation of Mr. W. C. Akers, of Moredon, amounting to £492, for the supply of a Bedford 15-cwt. van.

Wallasey Works Committee have accepted the tender of Thomas Green and Son, Ltd., for the supply of a Greens "Griffin" 12½-cwt. diesel-powered vibratory roller, complete with water tank and sprinklers, for the sum of £545; the tender of Joseph Thompson and Co. (Liverpool), Ltd., for the supply of a Bristol ATS/150 P.D. diesel-engined air compressor for the sum of £976; the tender of North Wales Agricultural Engineers, Ltd., for the supply of a Ferguson Industrial "35" diesel tractor for the sum of £702 (after allowance of £110 for an old petrol tractor); the tender of Dennis Bros., Ltd., for the supply of one gully emptying vehicle and machine, including cesspool emptying equipment and power-operated street watering and washing equipment, for the sum of £3,025; and the tender of Holland Motors, of Southport, for the supply of two Ford 5-ton tipping vehicles, for the sum of £2,029 (including an allowance of £380 for an old Ford tipping vehicle in part-exchange).

Darlington Corporation have accepted the tender of Minories Garages, Ltd., of Darlington, amounting to £5,046, for the supply of three refuse collection vehicles.

Ripon Highways Committee have requested the City Engineer to obtain quotations for the supply of two tractors, suitable for the replacement of two old tractors.

Milford Haven U.D.C. have placed an order with F. Rees (Garages), Ltd., for the supply of a new Austin 3-ton forward-control diesel-engined tipping lorry for the sum of £980.

Watford Highways Committee recommend acceptance of the quotation of Norman Reeves (Motors), Ltd., of Watford, amounting to £1,124, for the supply of a 2.3 ton tipping lorry.

Stoke Newington Highways and Town Planning Committee have accepted the quotation of George Cohen Sons and Co., Ltd., amounting to £1,182, for the supply of a new portable compressor and tools for same.

Guildford Corporation Works Committee recommend that the Borough Surveyor be authorized to purchase a new Dennis cesspool and gully emptier, with a water attachment, at a cost of £3,150.

Tynemouth Water Committee have accepted the tenders of Gray Bros., of North Shields, for the supply of a Bedford lorry, for the sum of £1,278; a Bedford lorry, for the sum of £1,178; a Bedford van CAL, for the sum of £515; and a Bedford van CAS, for the sum of £496. The Cleansing and Transport Committee have accepted the tender of Furrows of Shrewsbury for the supply of four Ford Thames 3-ton lorries, equipped for the operation of snow ploughs, at a total net price of £3,325.

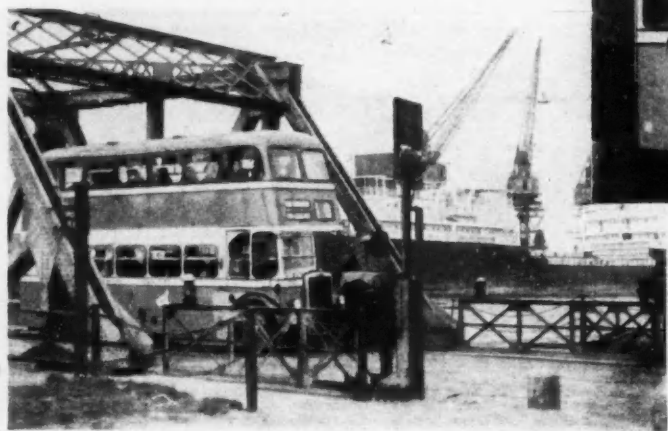
Smaller More



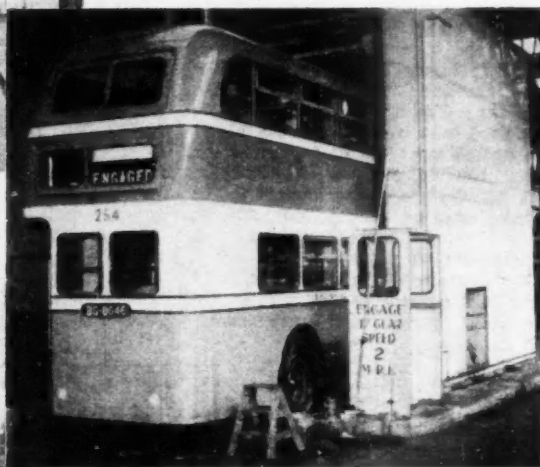
A Guy of the 228-strong Birkenhead fleet collects workers from the Cammell Laird shipyard.



The bulk of the fleet is Leyland, one of which is seen here on a new housing estate where Birkenhead have superimposed a stage carriage service on a Crosville express service.



Mr. G. A. Cherry, general manager of the Birkenhead Transport Department.



(Above) A Birkenhead Corporation Leyland in the washing machine. Maintenance equipment is modern and the outlook progressive. (Left) Several of the Corporation's routes pass over the Duke Street bridge on the dock estate.

LARGE-CAPACITY buses may be the answer to problems in the larger cities where traffic densities are high, and where frequencies can be widened without appreciable inconvenience to passengers, in that they effect a saving in vehicles. They are not, however, at this stage considered to be the answer for the transport department of a municipality like Birkenhead, although the whole position in this town is being very carefully watched.

Local advantages are flat terrain and a densely populated

traffic area in the heart of Merseyside, with many diverse industries scattered over the routes. The area is also within easy reach of seaside and beauty spots in the Wirral peninsula. These facts have been fully exploited over the years by the Birkenhead Transport Department, whose present general manager is Mr. George Arnold Cherry, who has been at Birkenhead since 1942.

Birkenhead's new omnibuses are orthodox rear-entrance, front engine, 64-seaters of Leyland make, because such

Buses Are Economical

—say Birkenhead

Fast Scheduled Speeds and a Main Town Terminus Restricted for Space are Factors Behind the Fleet Policy of the Financially Stable Passenger Operations in Birkenhead

by A Special Correspondent

smaller units are considered more economical in service.

It has been found that large-capacity double-deck vehicles have certain limitations in satisfying the needs of Birkenhead, where there are very fast scheduled speeds and a main town terminus which is restricted for space, and for ensuring that all fares are collected.

Fare Collection Easier

At present 61-seater vehicles with five standing passengers are being operated. It was decided not to take advantage of the regulation permitting eight standing passengers, but to concentrate on fare collection, which was made easier by the reduced number of standing passengers. Ten or a dozen more passengers, says Mr. Cherry, plus a little more care required for manoeuvring larger vehicles, would make requests for more running time difficult to refuse. An extra vehicle on any particular service, because of increased running time, would quickly dissipate any advantage from larger capacity. Increase of terminal and depot space would be required and dense loading on short stages could lead to more uncollected fares.

While seemingly ideal for inter-town services, where there is ample time for fare collection and extra seating capacity could avoid a need for duplication, in many cases adoption of larger vehicles might result in reduced frequencies by virtue of increased carrying capacity. And reduced frequencies are not the way to increase traffic.



An impressive line-up in the Corporation's main maintenance shop.

By virtue of Parliamentary powers granted under Local Acts, Birkenhead Corporation Transport run services well out into the Wirral, crossing the peninsula from Mersey to Dee in a south-westerly direction; north-west to Leasowe facing the Irish Sea; and south-east on the Chester road to Eastham in the Borough of Bebington.

Joint services are operated with Wallasey Corporation, on a straight mileage basis, between Birkenhead, New Brighton and Leasowe. Although there is no joint running with the major provider of express services in the area, Crosville Motor Services, Ltd., Birkenhead and Crosville, operate side by side in the Wirral under working agreements in force since 1924, which have worked well over the years, despite occasional disagreements. Generally long-distance operation is left to the company. For instance, when a new housing estate was built at Mill Park, Eastham, the Corporation instituted a 24-minute stage carriage service on which was superimposed an hourly Crosville express service.

Industry in the South

The most intense industrialization is to the south of Birkenhead and includes concerns such as Cammell Laird, Unilever and Cadbury's, whilst the commercial life of Liverpool draws many of its workers from the population of the Wirral.

Like many others who started with tramway undertakings, Birkenhead Transport Department's offices and workshops grew up piecemeal, but in 1958 a new garage was opened at Laird Street which can take 150 buses, and adjacent workshops will be completed by the end of 1961, at a total cost of approximately £140,000. The whole of this project has been financed from revenue.

The undertaking's buses



The main terminus by the ferry at Woodside, where the service dates back to 1150. There is at present a 15-minute daily service.

run in the region of 7½ million miles annually and last year carried 66 million passengers for a revenue of nearly £1,000,000. Peak year was 1950, with 78 million passengers. Afterwards there was a gradual recession until 1960, when there was a slight increase over the previous year in the number of passengers carried.

With only three fare increases during the past 10 years, and none since 1957, Birkenhead can be regarded as one of the more fortunate undertakings. Indeed, over the years more than £700,000 has been given to rate relief.

Fares are tapered on a mileage basis and workers' concessionary tickets were abandoned some four or five years ago. With practically full employment in the area, bus crews are a problem. While there are usually recruits available, the difficulty is keeping them when a five-day week and no shifts are offered by many industries.

The undertaking has 228 buses, primarily of Leyland make, plus a number of Guy and Daimler. All are double-deckers except four.

Mr. Cherry, who was president of the Municipal Passenger Transport Association in 1953/54, and has been a member of the National Joint Industrial Council since 1948, was six years general manager of Rochdale before taking over at Birkenhead. He has also had experience at Hull, Rotherham, and with the Yorkshire Traction Co., Ltd., after serving an engineering apprenticeship in Sheffield.

He has found that modern buses, with all-metal bodies, do not require preventive maintenance on the scale of 20 years ago. For instance, the overhaul life of Leyland oil engines has been greatly extended. In 1951 they were given a "C" dock at 30,000 miles. Now engines run on to 40,000 miles before overhaul. Detergent oils and improved engine design are mainly responsible, says Mr. Cherry. The average mileage between overhauls is steadily increasing, a compliment to manufacturers' design and materials.

Machine Ticket Operation

Office methods at Birkenhead are continually examined and improved. In 1950/51 machine ticket operation was introduced, and a little later the traffic receipts and wages departments merged, machines being installed for detailed figure work. New methods of waybill calculation and extraction of traffic receipts were introduced, and a system of recording and calculating time for weekly wage staffs reduced clerical work by 50 per cent. and ensured greater accuracy. Streamlined recording of receipts and payments now occupy a single line in a specially designed ledger.

In February, 1953, the Transport Department took over the administration of the Birkenhead Ferries Undertaking, which for nearly 30 years, since the opening of the Mersey Tunnel, has suffered annual deficits.

The early history of Woodside Ferry dates back to 1150, but a steamer service was introduced in 1821, and in 1835 the Woodside Ferry Co., Ltd., was formed. In 1837 the Birkenhead and Chester Railway Co. took over the lease and in 1842 sold it to the Birkenhead Commissioners.

Traffic increased so rapidly that Parliamentary consent was obtained to erect floating roadways. These, and the introduction of new and more comfortable ferries, proved a great success, and after the transfer to the Corporation in 1877, the ferry service was of inestimable value to the borough, both as a means of river transport and in relief to the rates.

The opening of the Mersey Tunnel in 1934 caused all goods and vehicular traffic to be withdrawn, but by agreement between Liverpool and Birkenhead Corporations, the ferry losses were made a direct charge on tunnel revenues so long as they are toll-bearing, a protection which has proved extremely valuable. Night ferry operation ceased in 1956 and the present 15-minute daily service, supple-

mented at peak and holiday periods, is maintained by three modern vessels.

Birkenhead has a claim to fame as the place where the first street tramcar to run on rails in Europe was introduced, by the American inventor, Mr. George Train, on August 30, 1860. The route was from the ferry to Birkenhead and some 5,000 people were carried the first day.

A number of private tramway companies were formed during the next few years, but they got into difficulties and the lines were purchased by the Corporation and leases granted. The first electric trams ran on February 4, 1901, and the first double-decker on December 30, 1903.

Relief of Rates

A notable feature of the tramway undertaking was its contribution of £85,240 to the relief of rates between 1901-1937.

In 1913 the Corporation had applied for Parliamentary powers to run buses within the borough and on certain routes outside, with the consent of local authorities. Although the Bill was passed in 1914, these powers were not exercised until 1919, the first bus route being from Rock Ferry Pier to Birkenhead Park Station.

By 1939 a modern fleet of 182 buses was in operation; it suffered heavy losses during the Liverpool blitz, 140 buses being damaged to a greater or lesser extent.

Working expenses per bus mile have always been among the lowest in the country and, apart from a small increase after the First World War, the fares structure was substantially the same for 30 years, until increased costs and heavy taxation made a fare increase unavoidable in 1950.

One of the present-day problems in Birkenhead is that of motorists converging on the Mersey Tunnel approaches across the main bus routes, causing chaos amongst peak-hour traffic. The Corporation have agreed in principle to an elaborate and extensive road programme, including a Mersey road bridge and/or a second tunnel from Mersey Park to Upper Parliament Street, Liverpool, joining the dock areas on either side of the river.

Only a slight measure of staggering of working hours, to ease peak problems, has been achieved, and, unlike neighbouring Liverpool, there has been no co-operation from the education authority. In this connection the Unilever Group proved very helpful in staggering both works and office hours.

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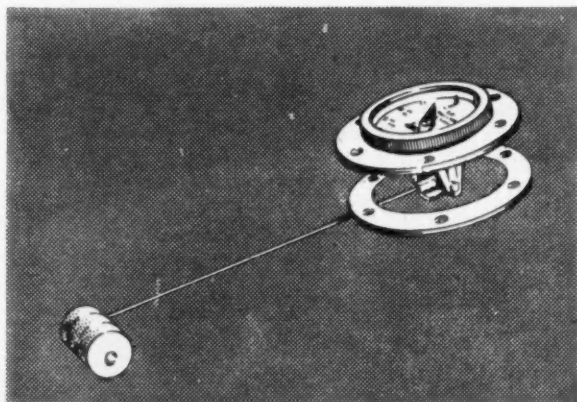
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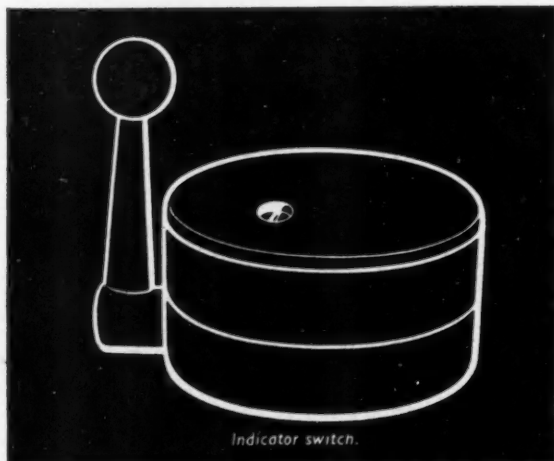
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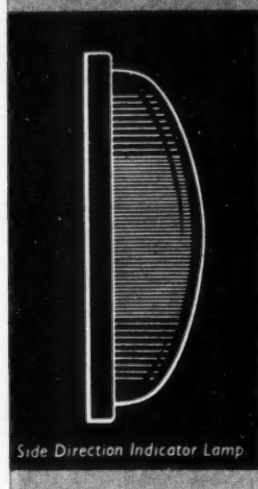
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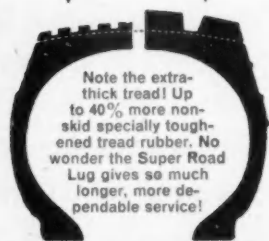
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TREAD
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SUPER
ROAD LUG
TREAD DEPTH



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GOODYEAR

THE WORLD OVER, MORE TONS ARE HAULED ON GOODYEAR TYRES THAN ON ANY OTHER MAKE

Refrigerated Van Trailers Act as Mobile Storage Units



Adams Butter, Ltd., of Leek, Employ Maximum-load Trailers With Automatic Refrigeration System for Both Transport and Temporary Storage of Butter

(Above) Latest addition to the Adams Butter fleet, an A.E.C. Mandator, leaves the works. The whole outfit is attractively finished in Adams livery. (Right) This Standard 5 cwt. van is used for local calls on retail shops.

SINCE an article was published in the January 13, 1956, issue of *The Commercial Motor* on the transport operations of Britain's largest butter blender and distributor, Adams Butter, Ltd., Leek, Staffs, the company have developed a simple diesel-driven refrigerating system with automatic control and applied it to 40 insulated vans mounted on maximum-load, single-axle or four-in-line articulated trailers with a payload capacity of 12½ tons. After a bulk consignment of butter has been loaded at one of the ports during the summer months, the refrigerating system may operate for several days with the trailer standing in the depot or at the Leek factory.

On a typical delivery to a wholesaler's warehouse it is continually in use for the entire run, and sometimes throughout the 24 hours.

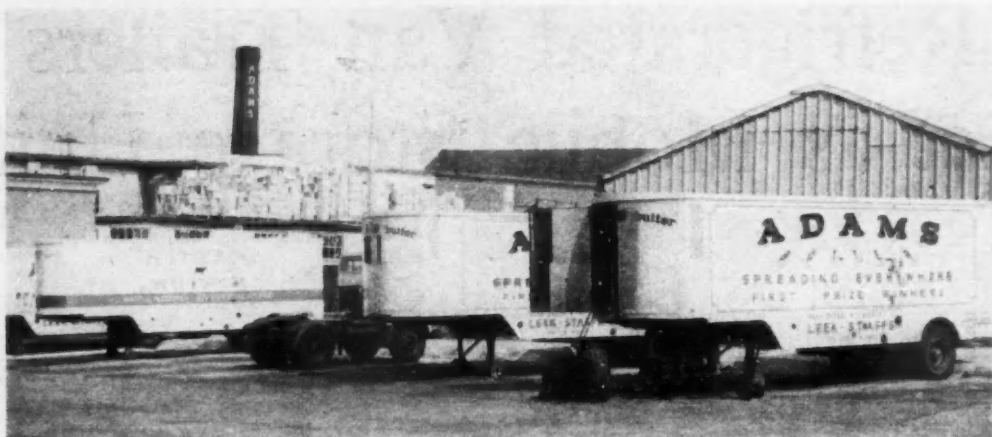
Additional refrigeration of the load is often a prerequisite of the blending process, and, if immediate unloading of the bulk butter is not possible, the vehicle may be left on a parking site with the plant running for a relatively long period, to save the expense of transferring the load to a cold store. In both cases the trailer acts as a mobile storage unit.

The first Adams-designed refrigerating plant to be installed in a trailer as standard equipment has given reliable service for over three years, and the highly favourable record of the system substantiates the claim that it affords increased efficiency at a reduced cost. In contrast to the carriage of, say, frozen foods, refrigeration can be applied to bulk consignments of butter without limit in the time available.

It is considered virtually impossible to reduce the

Loading butter on to a trailer. A customer's own small van is seen loading in the background.





Loaded semi-trailers seen in the depot yard.

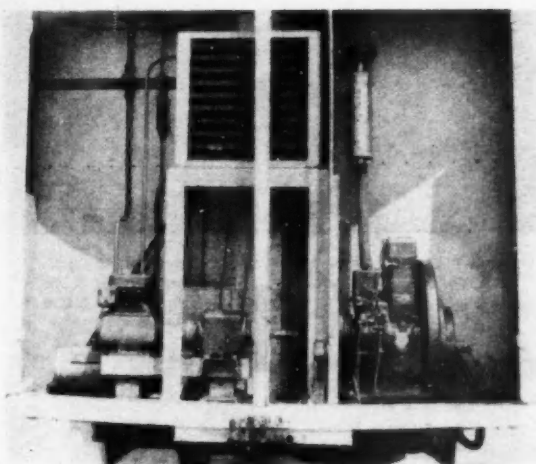
temperature of the load to such an extent that its condition is adversely affected, and in practice the lowest obtainable temperature is advantageous. Eliminating automatic control reduces the cost of the equipment and of maintenance, and provides a far more suitable and reliable system, without sacrificing efficiency.

Maximum summer temperature of the butter when loaded at a port is normally about 60 degrees F., and before unloading at the processing plant the temperature is reduced to 40 to 45 degrees F., the normal minimum being 42 degrees F. Although the optimum temperature is 40 degrees F, the butter is acceptable at temperatures down to 33 degrees F. Continued refrigeration after delivery to the plant obviates the necessity to transfer to the cold room before the butter is processed, and greatly reduces handling costs as well as the static storage space required.

50 per cent. Saving on Cost

Fitted in a separate compartment at the front of the trailer, the Adams refrigerating plant is of the evaporator-plate type, and its application has afforded a saving of more than 50 per cent. on first cost. Moreover, employing a diesel engine as the motive unit has reduced running costs by over two-thirds. The Halls compressor of the refrigerating plant is driven by a Lister single-cylinder air-cooled diesel developing $3\frac{1}{2}$ b.h.p., which runs on tax-free gas oil and consumes about half as much fuel as a comparable petrol engine. Power is transmitted through a three-way gearbox from which the condenser and air-circulation fans are also driven. The motive unit is equipped with an electric starter and a flexible lead, which is plugged into a battery connection on the tractor or can be connected to a servicing trolley if the trailer is standing in the Leek depot.

After extensive experimental work with various forms of air circulation, and tests of evaporator plates in a number of positions, a system was produced which gives virtually uniform refrigeration of the entire load. Air is directed to ducting in the roof with four distribution outlets and is drawn back into the system from an inlet at the base of the front bulkhead. The evaporator plates are fitted to the sides



(Above) The refrigerator unit as employed in the butter transporter trailers. (Below) A trunk unit brings in bulk butter from Grimsby. The trailer is dropped in the yard before the return run to Grimsby with another trailer and driver.



of the van close to the roof, and the distribution of cool air by the fan is thereby aided by natural convection.

A particular problem originally associated with the use of a diesel engine was to reduce noise to an acceptable level, operation of the plant throughout the night in vehicle parks near residential areas being sometimes necessary. An up-to-date type of intake silencer is fitted to the diesel engine and air is drawn from beneath the vehicle, which is facilitated by the absence of flooring. The refrigerating compartment is lined with acoustic material, and these measures have offset the noise disadvantage of the diesel.

Under construction for experimental application, a blower-coil type of refrigeration equipment should offer space and weight advantages compared with the plant in use. The equipment will be fitted with an automatic defrosting unit, which will employ exhaust gas as the heating medium. This will also be driven by a Lister diesel engine.

The van bodies are insulated with Onazote, the thickness of the material in the floor and roof being 3 in., whilst a 2-in. layer is applied to the sides and rear door. Bonalack aluminium bodies are employed, timber linings and inserts being fitted at strategic points to reduce heat transfer to a minimum. The four-in-line trailers are of B.T.C. manufacture, whilst the single-axle trailers are Scammell vehicles, both types being equipped with fifth-wheel couplings.

Employing couplings of this type was a necessity, because of the location of the refrigerating system at the front of the vehicle, and it is significant that, operationally, the higher loading of the tractor's driving axle has been of great benefit to vehicles negotiating steep gradients in wintry weather. Effective axle loading has been increased from 5 tons to nearly 9 tons.

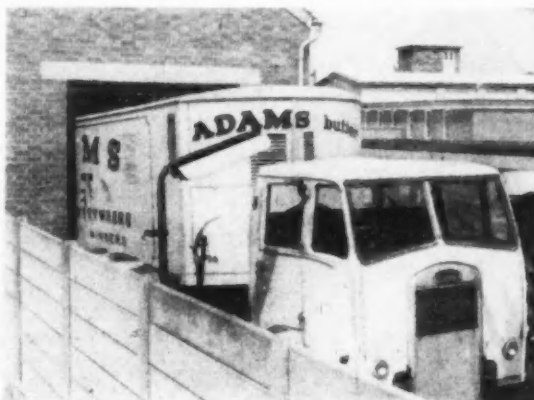
Multiple Shelf Sections

As an aid to refrigerating efficiency, one of the bodies has been experimentally equipped with multiple shelf sections for the carriage of boxed butter, as distinct from the transport of butter in barrels. Made in the workshops, each shelf comprises back-to-back extruded light-alloy panels of top-hat section, and slides in runners fitted to the sides of the body, the total extra weight of the shelves being less than 5 cwt. The boxes are stacked three high on the floor of the vehicle and also on the shelves, and this allows air to circulate over the entire surface of the cases, apart from the bottom surfaces of those stacked on the floor. In addition to aiding air circulation, this practice obviates crushing of the lower boxes by a heavy imposed load when packeted butter is being delivered. Easy removal of the shelves allows the vehicle to be employed for normal work at short notice.

Technicians of the company are particularly interested in the potential of demountable bodies and have investigated the possible advantages of employing one of the established systems. None of the types available would, however, cater for the company's particular requirements, and a system has been planned with these in mind.

The first outfit to be employed will be based on a Dodge 8-ton rigid chassis, which will be used in conjunction with three bodies. These will be loaded and unloaded by means of a four-post static "expanding-type" installation equipped with hydraulic jacking units. Bodies will be handled in the depot after mounting on a works-modified trailer by a shunting tractor, which will also be used for other work. Because old vehicles will be used, the cost of the shunting tractor and trailers will be negligible, and the trailer will occupy less space than the rigid lorry.

Looking further into the future, it is envisaged that two demountable 12-ft. bodies will be fitted to a maximum-load eight-wheeler for long-distance trunking runs, and that each body will be transferred to a 5-ton chassis for local



A Mandslay, used for shunting in the depot, tows a semi-trailer through the washer building.

delivery in the destination area. Refrigeration equipment of the design evolved for the 12½-ton trailers will be fitted to the bodies.

The 21 tractive units of the Leek fleet include 11 A.E.C. Mercurys and four A.E.C. Mandators, the remainder comprising three Leylands, one Albion and two Bedfords. Additional units are employed at the London and Grimsby docks.

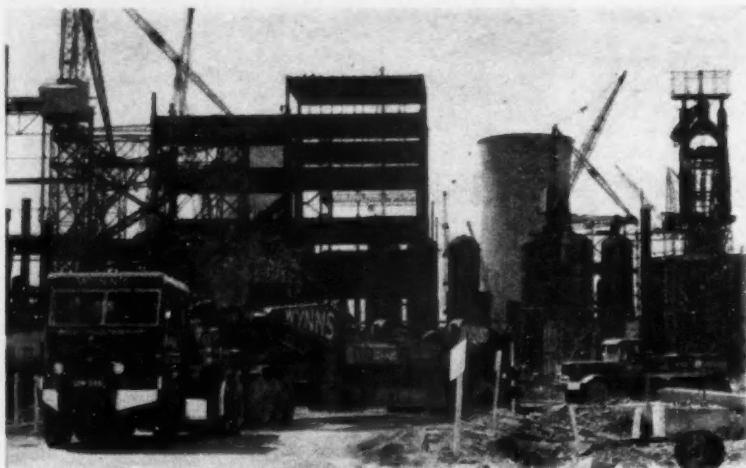
Apart from a recently purchased A.E.C. Mammoth Major eight-wheeled platform lorry, rigid vehicles comprise Bedford 7-tonners and Bedfords of 3-7-ton capacity, all of which are equipped with insulated light-alloy van bodies. Smaller vehicles include Standard 5-cwt. vans, which are mainly employed for the transport of materials and so on. Of the total of 70 trailers, 20 are of the standard 10-ton type and two are Boden tandem-axle maximum-load vehicles, the latter being employed for the transport of frozen butter. These are equipped with Hendrickson bogies with rubber suspension and have given extremely good service, particularly with regard to handling and suspension characteristics on the road, and reduced maintenance.

A workshop staff of 13 provide a 24-hr. maintenance service, and on average vehicles are washed down every other day in a special building, equipped with an Essex power-brush washer, which adjoins the refuelling bay.

At least two tractor-trailer outfits travel on M1 in both directions every 24 hours on trunking runs to London, and the higher average speeds afforded by the motorway give valuable latitude with regard to the normal running schedule. Although the drivers report that they "often feel lonely" (mainly because most of the trunking vehicles travel at the same speed and there is very little overtaking), the reduction in journey time is welcomed. Motorway running has little effect on fuel consumption or on tyre wear, Michelin D.20 covers being fitted to all trunking vehicles operating on the London route.

A.E.C. Mandators are normally used on this route and are equipped with six-speed gearboxes with overdrive top gear, and it is considered that this transmission reduces fuel consumption and engine wear and tear, as well as improving conditions for the driver, by reducing the average r.p.m. of the power unit.

Trunking vehicles normally cover 100,000 miles in a period of 13-14 months, and are withdrawn from service after completing around 200,000 miles. They are then completely overhauled in the workshops before being taken back into service to operate on shorter runs. The total mileage of a vehicle before replacement may exceed 500,000.



(Above) This view of a Wynn's outfit carrying mill housings indicates the magnitude of transport operations on the Llanwern site.



(Above) Nearing the end of its 270-mile journey from Sheffield, this Scammell-based unit is negotiating a low bridge near Abergavenny.



IN August last year Richard Thomas and Baldwins, Ltd., established a load traffic-control centre on the site of the company's Spencer works at Llanwern, near Newport. The success of the project has fully demonstrated the value of organizing traffic, in a project of this magnitude, with the aid of radio-controlled patrol vehicles. Acting in close co-operation with the police, the traffic control staff re-routed many thousands of shale-carrying lorries that until recently visited the site daily, control being applied to many of the feeder roads in the county in addition to site access roads. This greatly reduced the accident rate as well as delays caused by congestion and breakdowns.

In the current stage of development the most important traffic comprises indivisible loads of heavy structural

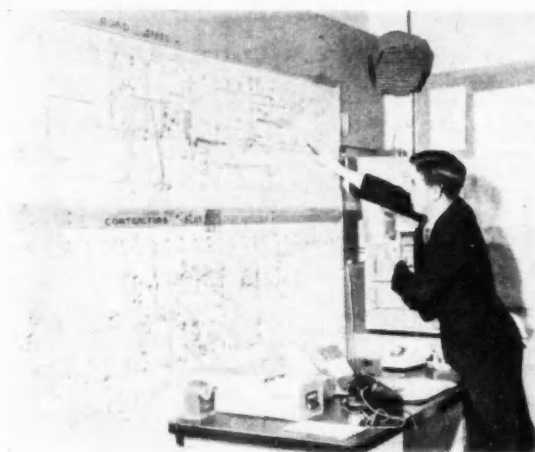
Radio

members up to 120 ft. long, whilst the intake of large items of equipment is progressively increasing. Patrolmen assist the police by acting as guides on the public roads (notably on the Abergavenny-Llanwern route), and accurate pre-planning by the control room staff ensures that the exact destination of the vehicle is known, and that the site route has been plotted, before arrival.

The site is 3½ miles long and 1½ miles wide, and there are over 25 miles of main roadways that will eventually become "permanent," but which are subject to sectional demolition during the building period for pipe laying and so on. Larger contractors number over 250, and any one of these may be engaged in a variety of projects in widely dispersed parts of the site. Without exact advice from the control staff of the route to be taken, and in a typical case without guidance by a patrolman, the vehicle driver would be unable to locate the destination point, and his indecision would disrupt traffic flow on the site. Examples are numerous of vehicles arriving at the site with heavy loads consigned to Richard Thomas and Baldwins, Ltd., Llanwern, instead of a particular contractor. Before central traffic control was instituted, it was not unknown for a driver to return to his works to obtain the identity of the consignee.

Charts and files in the traffic-control room now enable the superintendent

(Left) An R.T.B. patrolman is seen discussing the route to Spencer Works, Llanwern, with the driver of an indivisible-load some miles from the site.



(Left) Charts in the control room show the ever-changing state of the roadways and the exact location of the contractors' sites. (Right) Pye radio-control equipment is conveniently located under the roof of the Land-Rover patrol car. Note the patrolman's crash helmet.

Control Streamlines Steel Works Traffic

A Richard Thomas and Baldwins
Scheme at the Spencer Works at
Llanwern.

by P. A. C. Brockington,
A.M.I.Mech.E.

to direct vehicles to site locations with the minimum delay, the estimated time of arrival of the majority of vehicles being established some hours beforehand. This normally involves analysing information provided by contractors (which is often confirmed by a phone call to the supplier), and dispatching a patrolman to Caerleon or other outlying centres to pilot the vehicle to the site, following notice of its movements by the county police. The site route is surveyed by a patrolman immediately before the arrival of the vehicle if there is any doubt as to whether the normal route is open.

Three Land-Rovers, equipped with Pye radio-telephone sets, are used by five patrolmen throughout the working day, and apart from route surveying and vehicle guidance work, they provide an emergency service in the event of an accident. When an accident occurs, one vehicle is driven to the scene of the accident and a second vehicle to the main works surgery, so that advice can immediately be given by the R.T.B. doctor to the first-aid men on the spot. A number of contractors' ambulances are dispersed throughout the area.

The patrol vehicles are additional to a fleet of over 30 Land-Rovers and Austin Gypsies employed for carrying equipment and for the conveyance of security officers, surveyors, consultants, group engineers and other members of the staff. A site bus service is operated for site personnel and company's employees.

In the traffic control room a "Road-State" chart is kept up-to-date by the staff with the help of the patrolmen to indicate route changes on an hour-to-hour basis, and a second chart known as the "Contractors' Plot" is in the form of a pegboard showing the location of every project on the site. Both charts are divided into squares on the grid system, each division representing a 220-yd. square. Identifying the destination of a vehicle is further aided by the use of a transparent panel, divided into nine lettered sections, which is superimposed on the appropriate square. The letters and numbers of the square and the letters of the sections correspond to the data marked on signposts in the area.

A location is given in the form of a letter, a number and a second letter in parentheses (for example J4(N)) and this indicates the position of the contractor's site to within 70 yd., at which distance the contractor's name-board is visible.

When the works is in full production the system of radio-control will have been extended to cover every aspect of traffic organization on the steelworks site, including the dispersal and marshalling of road and rail vehicles, the movements of mobile plant and the operation of security and emergency services.

Although traffic control by radio was introduced as an urgent measure to cope with existing problems, the system is now regarded as a nucleus of an expanding network, or as a pilot scheme, an important object of which is to facilitate the training of patrolmen, and the drivers of ambulances, fire engines, locomotives, mobile bucket loaders and numerous other types of vehicles, in radio-telephone procedure.

The task facing the traffic control superintendent when the steelworks has started production is indicated by estimates of incoming raw material and outgoing steel ingots, a substantial proportion of which will be carried in road vehicles. Intake of iron ore (mainly from Newport docks) will average about 3.9 m. tons a year, whilst mines and quarries in the area will supply over a million tons of coal, 622,000 tons of limestone, more than 292,000 tons of dolomite and around 170,000 tons of coke. Initial yearly output of ingots will be approximately 1.4 m. tons.



(Left) The M.A.N. 4x4 5-ton tipper has a good off-the-road performance. The special construction of the front axle affords good ground clearance, as can be seen. (Right) Supple suspension permits a high degree of inter-axle articulation, with consequent traction benefits.



ALTHOUGH medium-capacity 4 x 4 chassis are rarely used by the average haulier in Great Britain, this position does not hold good in many other parts of the world. In Germany, for instance, most of the tipping vehicles used by haulage, building and civil-engineering contractors are based on normal- or semi-forward-control 4 x 4 chassis, and in that country there seems to be little call for the relatively lightweight forward-control 5-, 6- and 7-ton tipper as we know it.

A typical example of a popular type of German tipper is the M.A.N. 415 LIAK, which in its home country has a gross solo weight rating of 9 tons 8 cwt. (10 tons 6 cwt. for export chassis), permitting payloads of up to about 5 tons. Despite the fact that this 4 x 4 model costs about £500 more than the standard 4 x 2 version, it has proved extremely popular with German tipper operators, so I was most interested to road test one of these vehicles.

One of the more striking things about the 415 4 x 4's road performance was its fuel economy, particularly as front-wheel-drive is permanently engaged, as will be

explained later. The cross-country performance also was good, the theoretical gradient ability in low auxiliary and bottom gear being in excess of one in 2, although I did not actually put this to the test.

The specification, attention to detail and general finish of this M.A.N. vehicle reach a particularly high standard, therefore it is not surprising that German operators of this type of vehicle expect—and achieve—a useful working life from their tippers of at least 10 years.

As with all current M.A.N. goods and passenger designs, an "M"-system diesel engine is employed. The D0026 M1 unit used has a swept capacity of 5.89 litres, and its gross and net power outputs at 2,500 r.p.m. are 123 b.h.p. and 115 b.h.p. respectively. The gross and net torque ratings at 1,400 r.p.m. are 294 lb.-ft. and 274 lb.-ft.

The engine shares a four-point mounting with the Z.F. five-speed constant-mesh main gearbox, this box having direct top gear. From the rear of the box a short shaft takes the drive above the level of the chassis frame into the front of the two-speed auxiliary and transfer box.

Permanent Front-wheel Drive

Unlike most transfer boxes of this sort, the M.A.N. design includes an inter-axle differential, but no means of engaging and disengaging the drive to the front axle at will. Whilst this permanent drive to the front wheels may be thought to increase tractive resistance, tyre wear and fuel consumption, the M.A.N. engineers have proved that this is not so.

The inter-axle differential helps in this respect, but this differential would be no asset when crossing rough or slippery ground if it could not be locked, so a manual locking mechanism is provided. Thus, when the vehicle is being driven along a slippery road the power at the front wheels helps to give directional stability, and this is particularly important when engaged on tipping work because of the amount of mud and slush likely to be left on the roads in the vicinity of the site.

Permanent front-wheel drive has little adverse effect on the steering and general handling of the 415 4 x 4: indeed, I did not realize that the transmission layout was as it is



R24

Uneven brake adjustment tended to mar the tipper's braking performance, although quite good figures were obtained with the hand brake from 20 m.p.h.

Makes Its Tippers Tough



Typical of Current German Medium-duty Tipper Design, the M.A.N. 415 L1AK 5-tonner is a Normal-control Four-wheel-drive Model with Several Unusual Features, Including Permanent Front-wheel Drive and Four-wheel Hand Brake: 5.89-litre "M" Diesel Engine Gives Good Economy

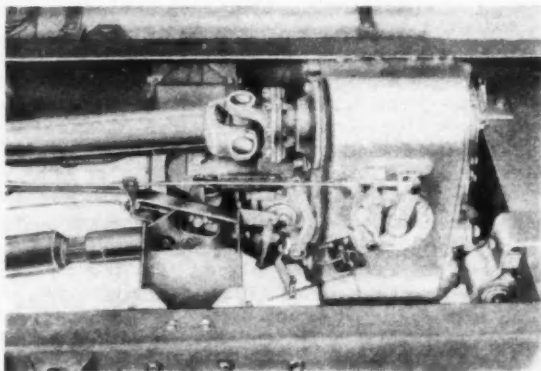
by
John F. Moon,
A.M.I.R.T.E.

until I had driven the chassis for a number of miles, putting the slight steering vagueness down to variations in the front-tyre pressures.

Single propeller shafts take the drive to the front and rear axles, and these axles follow the usual M.A.N. pattern in having dead I-section beams with the drive shafts running parallel to them. The universal joint at the steering knuckles on the front axle are not enclosed, but are of the constant-velocity type. Both axles are double-reduction units, with spiral-bevel primary gearing and straight-spur secondary trains at the outer ends of the drive shafts, these trains being inboard of the universal joints in the case of the front axle.

This front-axle arrangement does tend to complicate lubrication somewhat as it means that each of the three sets of gears has separate oil housings, whilst in addition the exposed universal joints have to be gun lubricated. On the credit side, however, the low overall height of each

(Below) The special transfer box incorporates a lockable differential. (Upper, right) The Bosch double-acting front-brake servo is described overleaf. (Below, right) The M.A.N. driven front axle used in the 415 L1AK.

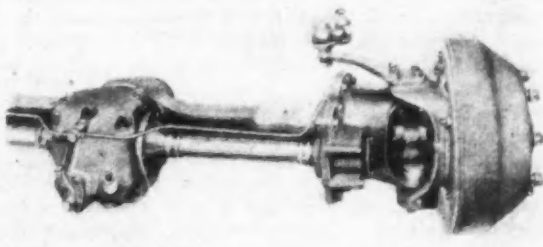
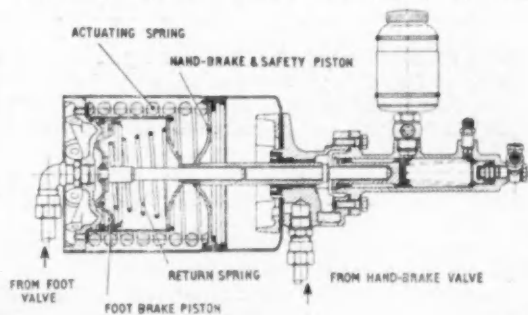


The tipper follows normal M.A.N. practice in having a particularly well-finished cab. The unusually small clutch pedal can be seen in this picture.

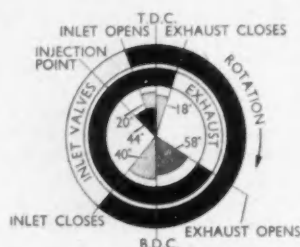
axle assembly increases ground clearance, the clearance beneath the differential housings being about 12 in.

The suspension of an off-the-road vehicle such as this can make or mar its performance, and it is obvious that a fair amount of thought has gone into the design of the 415's springs. These are of the progressive type, and the front and rear ends of the main leaves are free to slide against pads on the undersides of frame brackets. This layout in itself is nothing novel, but instead of employing radius arms to provide longitudinal location and to absorb driving and braking torques, two of the lower leaves of each spring are extended forward and have their ends formed into eyes, and these eyes are secured to the forward spring brackets by conventional pins.

I found this system to work extremely well, in particular



ROAD TEST No. 713/M172—M.A.N. DIESEL-ENGINE 5-TON 4 x 4 TIPPER



FIRING ORDER 1-2-4-6-5-3

COMPRESSION RATIO 19:1

VALVE CLEARANCES INLET 0.0078" EXHAUST 0.0096"

MODEL: M.A.N. 415 L1AK 11-ft. 9-in.-wheelbase 5-ton semi-forward-control 4 x 4 tipper chassis, with standard all-steel cab and Meiller 3.5-cu.-yd. three-way tipping body.

WEIGHTS:

	Tons	cwt.	qr.
Unladen (kerb weight) ..	4	4	0
Payload ..	4	16	0
Driver, observer, etc. ..		3	2
	9	3	2

DISTRIBUTION

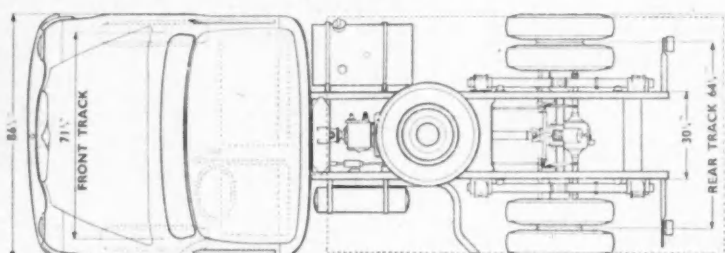
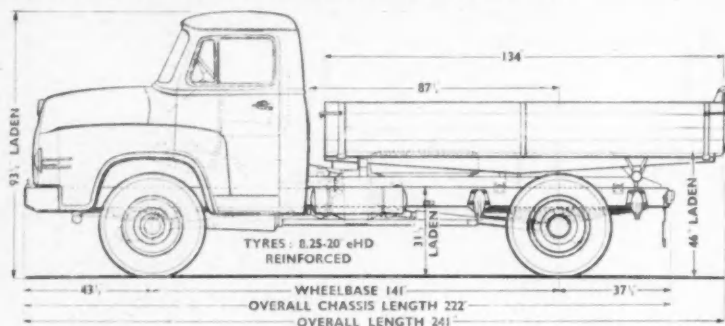
Front axle ..	3	1	0
Rear axle ..	6	2	2

ENGINE: M.A.N. D 0026 M1 six-cylindered direct-injection diesel engine; bore 100 mm. (3.94 in.); stroke 125 mm. (4.92 in.); piston-swept volume 5.891 litres (358 cu. in.); maximum net output 115 b.h.p. at 2,500 r.p.m.; R.A.C. rating 37 h.p.; maximum net torque 274 lb.-ft. at 1,400 r.p.m.

TRANSMISSION: Through 11-in.-diameter single-dry-plate clutch to Z.F. AK5-33 five-speed constant-mesh gearbox and two-speed auxiliary box, incorporating permanent drive to both axles through a lockable differential, thence by one-piece propeller shafts to the M.A.N. fully floating double-reduction front and rear axles.

GEAR RATIOS: Main gearbox: 7.57, 3.99, 2.27, 1.36 and 1 to 1 forward; reverse 6.97 to 1; auxiliary box, 1.755 and 1 to 1; axle ratio 6.24 to 1.

BRAKES: M.A.N.-Bosch-Teves system, with air-hydraulic actuation of the front brakes and direct air actuation of the rear brakes. Leading-and-trailing-shoe units at both axles. Single-pull hand brake linked mechanically to rear wheels and by air-hydraulic circuit to front wheels. Diameter



of drums, front, 17.5 in., rear 17.5 in.; width of linings, front, 3.15 in., rear 4.0 in.; total frictional area, 357 sq. in., that is, 39.0 sq. in. per ton gross weight as tested.

FRAME: Pressed-steel channel section, with six cross-members riveted in position.

STEERING: Z.F.-Gemmer GD58 cam and roller; 6 turns from lock to lock.

SUSPENSION: Semi-elliptic progressive springs with sliding ends.

ELECTRICAL: 12v. compensated-voltage-control system with 84-amp.-hr. batteries.

FUEL CONSUMPTION: (a) normal operation, laden, 22.0 m.p.g. at 29 m.p.h., average speed; (b) high-speed motorway operation, laden, 16.7 m.p.g. at 43 m.p.h. average speed, that is 202 gross ton m.p.g. as tested (a) and 153 as tested (b), giving time-load-mileage factors of 5.858 (a) and 6.579 (b).

TANK CAPACITY: 26.5 gal. normal-speed laden range approximately 580 miles.

ACCELERATION: Through gears, 0-20 m.p.h., 14.8 sec.; 0-30 m.p.h., 27.7 sec.; 0-40 m.p.h., 47.9 sec.; direct drive, 10-20 m.p.h., 13.8 sec.; 10-30 m.p.h., 27.8 sec.; 10-40 m.p.h., 47.3 sec.

BRAKING: From 20 m.p.h., 31.25 ft. (13.7 ft. per sec. per sec.); from 30 m.p.h., 66.5 ft. (14.5 ft. per sec. per sec.). Hand brake from 20 m.p.h., 31 per cent. (Tapley meter).

WEIGHT RATIO: 0.63 b.h.p. per cwt. gross weight as tested.

FORWARD VISIBILITY: To within 15 ft. of front bumper at ground level on centre line.

TURNING CIRCLES: 50.5 ft. left lock, 48.5 ft. right lock. Swept circles: 53.0 ft. left lock, 51.0 ft. right lock.

MAKERS: Maschinenfabrik Augsburg-Nürnberg A.G. Munich, Germany.

giving a smooth ride on indifferent road surfaces, but the front springs have been found to have too low a rate characteristic, so different springs are shortly to be adopted which will be stiffer, and so reduce the tendency for the axle to rotate when braking, a characteristic which has an adverse effect on the steering. The new front springs are to be of a more simple type, pinned to the frame at their forward ends and sliding at the rear.

Leading-and-trailing-shoe brakes are used at both axles. The front brakes are hydraulically operated, and boosted by a special dual-piston, double-acting air-pressure servo. The cam-type rear brakes are actuated by an axle-mounted air cylinder. The foot-brake system is conventional, being controlled by a single valve with a treadle pedal, whilst the hand-brake lever acts on the rear brakes through a mechanical linkage and on the hydraulic front brakes through the air servo.

This Bosch servo requires some explanation. It contains two separate pistons, the larger of which operates the hydraulic master cylinder by spring pressure, being linked to the master-cylinder piston by a hollow piston rod. Air pressure acting on the forward face of the servo piston holds the piston back against this spring pressure, and this condition applies whenever the pressure throughout the air

circuit is above 60 p.s.i., and whenever the hand-brake lever is off.

Air-pressure failure, or application of the hand brake, destroys pressure in front of the piston, however, allowing the spring to move the piston, thereby applying the front brakes. Thus, the vehicle cannot be moved when the air pressure is low, although a hand valve is provided in the hydraulic circuit to release the pressure and so permit towing under such circumstances.

The foot-brake valve is piped to the back of the smaller piston in the servo assembly, and this actuates the master cylinder upon admission of air pressure to its rear face in the normal way. Each of the two servo pistons is free to move independently, being quite sealed off from each other. The two-piece piston rod from the rear piston moves inside the hollow piston rod of the other piston.

Although M.A.N. 415 4 x 2 chassis, ranging in wheelbase from 10 ft. 6 in. to 15 ft. 9 in., are available with either semi-forward- or full-forward-control, 4 x 4 models are built with semi-forward-control only. This is because the manufacturers realize that to provide forward control the front axle would have to be moved forward, which in turn would mean raising the engine, with corresponding increase in the height of the cab above ground level, a layout which

the M.A.N. engineers feel would be unacceptable. In this respect I agree with them, particularly with regard to normal tipper operation.

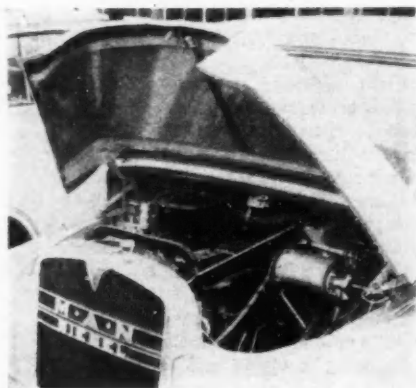
The semi-forward-control cab is similar to that used on the larger 770 model, a road-test report of which appeared in *The Commercial Motor* on May 26, 1961. Two passenger seats are provided, the driving seat being separate.

All the instruments and switches are mounted immediately ahead of the steering wheel, and the manual controls are conveniently sited, although the diminutive oval pad of the clutch pedal does not provide much area for the foot to bear against.

The test vehicle was fitted with a Meiller three-way timber tipping body, actuated by a single hydraulic ram positioned close to the centre of gravity of the body. Because of its shallow sides the body had a struck capacity of only 3.5 cu. yd., but this type of body is more commonly used on the Continent than the British type of high-sided assembly, although because of the low sides the body length is greater than that of a normal British tipping body.

Spare-wheel stowage is provided across the top of the frame, under the forward half of the body floor, an arrangement which can sometimes necessitate having to raise the body slightly before the wheel can be removed.

Gravel was used for the payload, and the body was



Engine accessibility is somewhat restricted because of the shape of the front-end panelling. The front-brake servo and master cylinder can be seen on the scuttle, alongside the engine.

almost filled with this commodity, which weighed 4 tons 16 cwt., bringing the gross weight for the test to 9 tons 3½ cwt. complete with a German engineer and myself aboard.

Brake tests were carried out first, and these were spoilt by uneven brake adjustment which was causing locking at the nearside rear, with subsequent loss of retardation efficiency. The stopping distances recorded were not outstanding, therefore, although maximum retardations were good, the meter showing average figures of about 65 per cent. The hand-brake performance was entirely satisfactory, a mean figure of 31 per cent. being achieved from 20 m.p.h.

Because of its maximum speed of 47 m.p.h., the 415 could be acceleration-tested at up to 40 m.p.h., and the times recorded both through the gears and in direct drive were surprisingly good. Commendable in this connection were the good gear-change action and the almost entire absence of transmission noise—this latter being a rarity on multi-wheel-drive chassis and suggesting high overall transmission efficiency.

The Munich-Berlin Autobahn was employed for these acceleration tests, and the same stretch of fairly level road was used for the fuel-consumption runs also. Because the test tank provided could only measure a small quantity of fuel, these runs were made over a 1-kilometre measured

distance and readings were commenced and finished while the vehicle was moving, a method which gives slightly better figures than are obtained on the type of fuel tests normally made by *The Commercial Motor*, which are taken over a longer distance, with readings taken when the vehicle is at rest at each end of the run.

Even allowing for this, however, it is obvious that this 4 x 4 is very economical, and if the permanent drive to the front wheels is costing any fuel, the standard 4 x 2 models must be about the most economical of their type.

Engine-cooling tests were carried out on a 1.69-mile-long slope farther north along the same Autobahn, the average gradient being 1 in 16.5. The ambient temperature was 50° F. and the climb was made in 4 minutes, the ascent causing the engine-coolant temperature to rise from 168° F. to 183° F. During this climb the radiator blind—which is a standard fitting, and can be adjusted by the driver while on the move—was set so that exactly half the radiator block was blanked off.

The climbing speed was good, and the lowest ratio used during the ascent was fourth, this being engaged during the majority of the time of climbing with the speed never dropping below 17 m.p.h. and generally being in the region of 27 m.p.h., which is close to the speed at which maximum engine torque is developed.

Brake-fade Check

Brake anti-fade performance was checked by coasting the 4 x 4 in neutral down this same hill, the foot brake being applied for 3½ minutes during this descent so as to restrict the speed to 20 m.p.h. At the bottom of the hill a full-pressure foot-brake stop from 20 m.p.h. caused the retardation meter to record 47 per cent., showing a reduction in efficiency of 18 per cent.

An exhaust brake with heel-operated control is optional equipment on this series of chassis, however, so any tendency for the brakes to lose efficiency to a dangerous degree when descending long down grades can be overcome by specifying this equipment. Even so, the frictional area is on the low side for a vehicle of this weight, and lining wear might be found to be rapid.

Other than the slight tendency to wander which has already been commented on, the 415 4 x 4 handled well on the road and I found it very comfortable to drive. The steering wheel is rather high relative to the driving-seat however, and the height of this seat cannot be adjusted.

As with all M.A.N. "M"-system diesel engines, engine noise is remarkably low at all speeds and, although this might be a bit of a luxury for a "maid of all work" vehicle such as a tipper, it is nevertheless not to be scorned.

The tipper behaved admirably across rough country, ascending grass-covered slopes approaching 1-in-2 severity with ease. Neither the low auxiliary ratio nor the inter-axle differential lock was necessary often, bottom gear gradability with high auxiliary engaged being 1-in-2.5.

Dunlop 8.25-20-in. "eHD reinforced" tyres with a semi-cross-country tread pattern are standard equipment on this chassis and, although the depth of the tread pattern was not pronounced, good wheel adhesion was noted at all times on grass, gravel and mud. Undoubtedly, the even loading of the wheels would be a contributive factor in this respect.

The M.A.N. 415 LIAK as tested costs the equivalent of £2,450 in Germany in chassis-cab form, and £2,725 when equipped with three-way tipping body. These prices are somewhat high by British standards, being nearly £1,000 more than the least expensive 4 x 4 tipper on the British market. However, the price is compensated for by the high quality of the product and its potential longevity. Export prices are not necessarily as proportionately high compared with competitive non-German vehicles: much depends on the trading terms.

COMMENTARY

by JANUS

BREAK THROUGH

EVERY technical or operational improvement made by the railways is paraded before the public in the Press and elsewhere and is usually greeted as yet another step in the process of winning back traffic from road transport. There is seldom much evidence for this assertion, and in the event it is even less frequently that the improvement has any noticeable effect on the fortunes of the railways. Sometimes, after a trial period, it is quietly dropped and no more is heard of it.

There is no reason to suppose that this will happen to the Roadrailer, the new double-purpose vehicle that by means of dual sets of wheels can be hauled either as part of a train or by a lorry. After some months of experiment and demonstration, the British Transport Commission have now placed the first bulk order in this country. They borrowed the idea from the Chesapeake and Ohio Railroad. Reports from the United States are conflicting. Some say that the Roadrailer is an outstanding success; others that the pioneering railroad is already thinking of abandoning the experiment and cutting its losses.

This would be surprising in view of the encouraging comments received by the B.T.C. But whatever happens in Great Britain, the Roadrailer will certainly not fail for lack of adequate publicity. Some of the comments give the impression that it is a master-stroke, capable within a short space of time of solving all the problems of the railways.

It is not often that a road transport development receives so much attention. This is not because the manufacturers of road vehicles are uninventive or unable to appreciate what makes news. The reason may be rather that, although there have been drastic and outstanding changes within the present century, few of them have made any difference to the way in which the vehicles are operated. The principles on which a road transport business should be run have remained substantially the same.

WHAT the scientists and technicians are fond of calling the "break through" seems to have taken place almost from the start of the mechanical road transport industry. After the introduction of the first road vehicle it was not long before vehicles were carrying passengers and goods for hire or reward. There may be a claimant for the distinction of having invented the lorry, but the development was so natural that it is almost certain to have taken place simultaneously in different parts of the country.

The road is as old as civilization, if not older. The horseless carriage and cart for the first time made the freedom of the road a reality. It became possible, even with the indifferent roads that are still far from adequate, to pick up a consignment of goods, large or small, and to deliver them in the same vehicle and in reasonable time. Door-to-door transit, previously possible only for short journeys, became commonplace overnight.

With what now appears astonishing rapidity, the various basic types of commercial vehicle evolved. Once again names may be put forward for the original inventors, although the process was so swift as almost to seem automatic. The general aim was to carry to the limit the ability to pick up a load from one exact spot and deliver it to another, and the process was in some cases brought to a remarkable pitch of perfection at a very early stage.

The tipping lorry, for example, seems to have burst

upon the world fully equipped, like Minerva from the head of Jove, just as at the present any number of its descendants seem almost to spring from the ground whenever a civil engineering contractor stamps his foot, and spring in such a hurry that they have usually forgotten to bring such mundane things as licences from whatever region has spawned them.

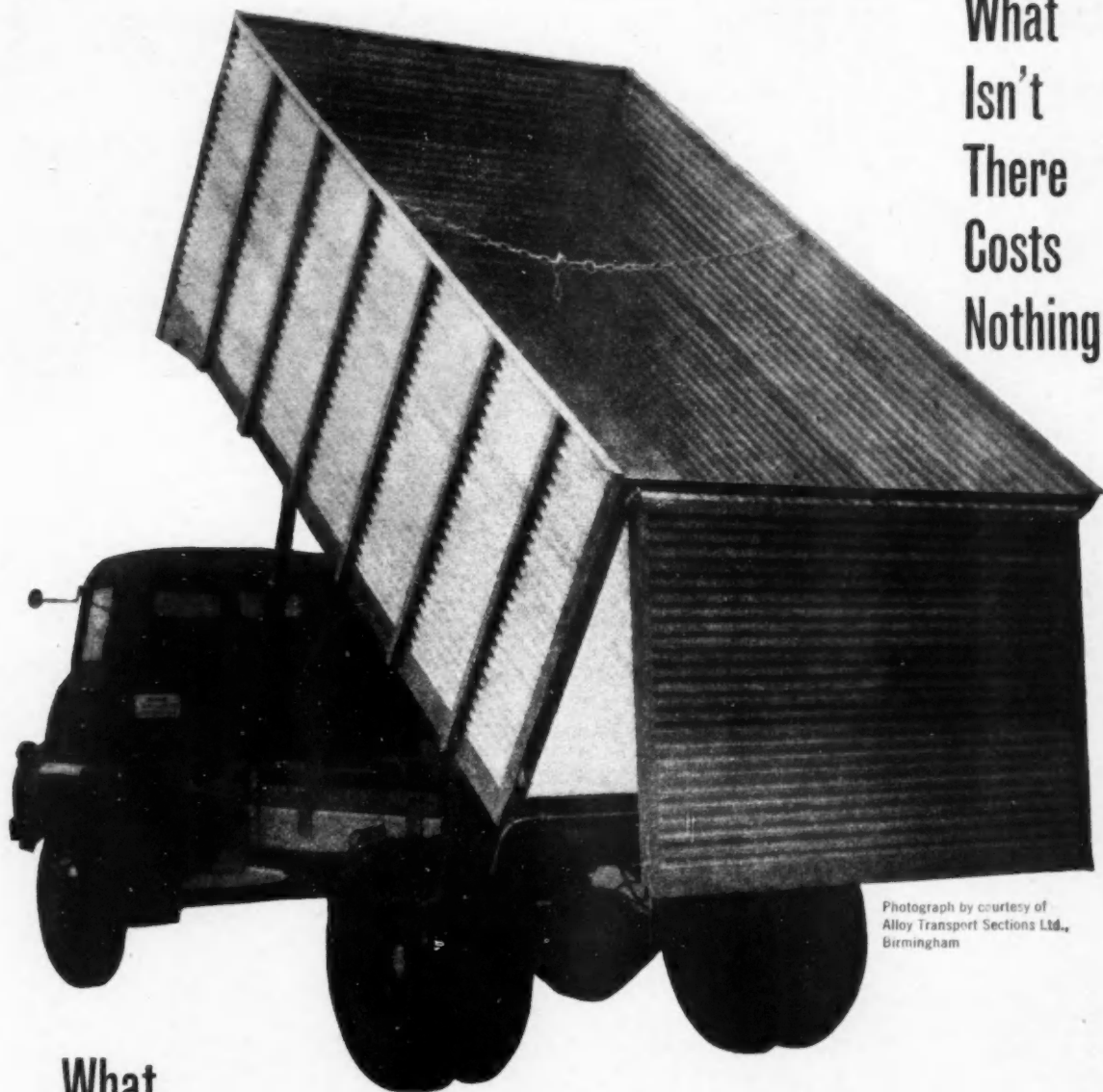
It has been said with truth that the tipper is a remarkable precision instrument. It can go almost anywhere to collect a load, often of the most intractable material. It will take 10 tons or more to the required site, which may also be well off the beaten track, and a skilful driver can tip the material in the centre of the target. This every-day feat has saved innumerable hours of labour, and the saving began with the first tipper. New refinements continue to improve an already high standard of accuracy, but they are no more than refinements. The first tipper alone was responsible for the break through.

MUCH of the technical ingenuity of the railways is concentrated on ways and means of countering the explosive discovery of door-to-door delivery some 50 years ago. The lack of flexibility of which they stand accused will always hamper them in competition with road transport. They can never hope to overcome it completely and the best they can do is to foster some development such as the Roadrailer that can at least create the right impression. By this means for the first time the same vehicle can collect and deliver a load over the railways at points where there are no sidings. In a modest way this represents a break through, but the limited application of the Roadrailer underlines the magnitude of the problem.

Much of the mental activity of the railways runs in the same direction. Unable to emulate the advantages of road transport, they seek to bring it under their control, by means of a licensing system coupled to one of the many variations on the theme of integration. The concept seldom finds favour among road operators, even it may be suspected when they are nationalized. They are pleased to work with the railways, even to work closely with them, when there is something to be gained. They can much more easily than the railways do without co-operation. It is an aid, not a necessity.

THE subject of integration, with its political overtones, is again coming to the fore with the evident determination of the Labour Party to renationalize road haulage if they are given the opportunity. The Socialists may feel, in some obscure way, that their obsession will ultimately be to the advantage of all forms of transport. An interesting comment may be found in an article on transport in Russia that recently appeared in *The Financial Times* under the names of two research workers at the Russian Institute of Integrated Transport Problems. After the Revolution, the whole transport system in the Soviet Union was "planned, centralized and integrated," the article states. Over 40 years later, road transport accounts for only five per cent. of the total turnover. "It caters mainly for local needs, primarily in retail trade, agriculture and construction, but also for deliveries to and from railway and river terminals." If this is where integration leads, the British public are perhaps wise in deciding to have nothing to do with it.

What
Isn't
There
Costs
Nothing



Photograph by courtesy of
Alloy Transport Sections Ltd.,
Birmingham

What
Isn't
There?

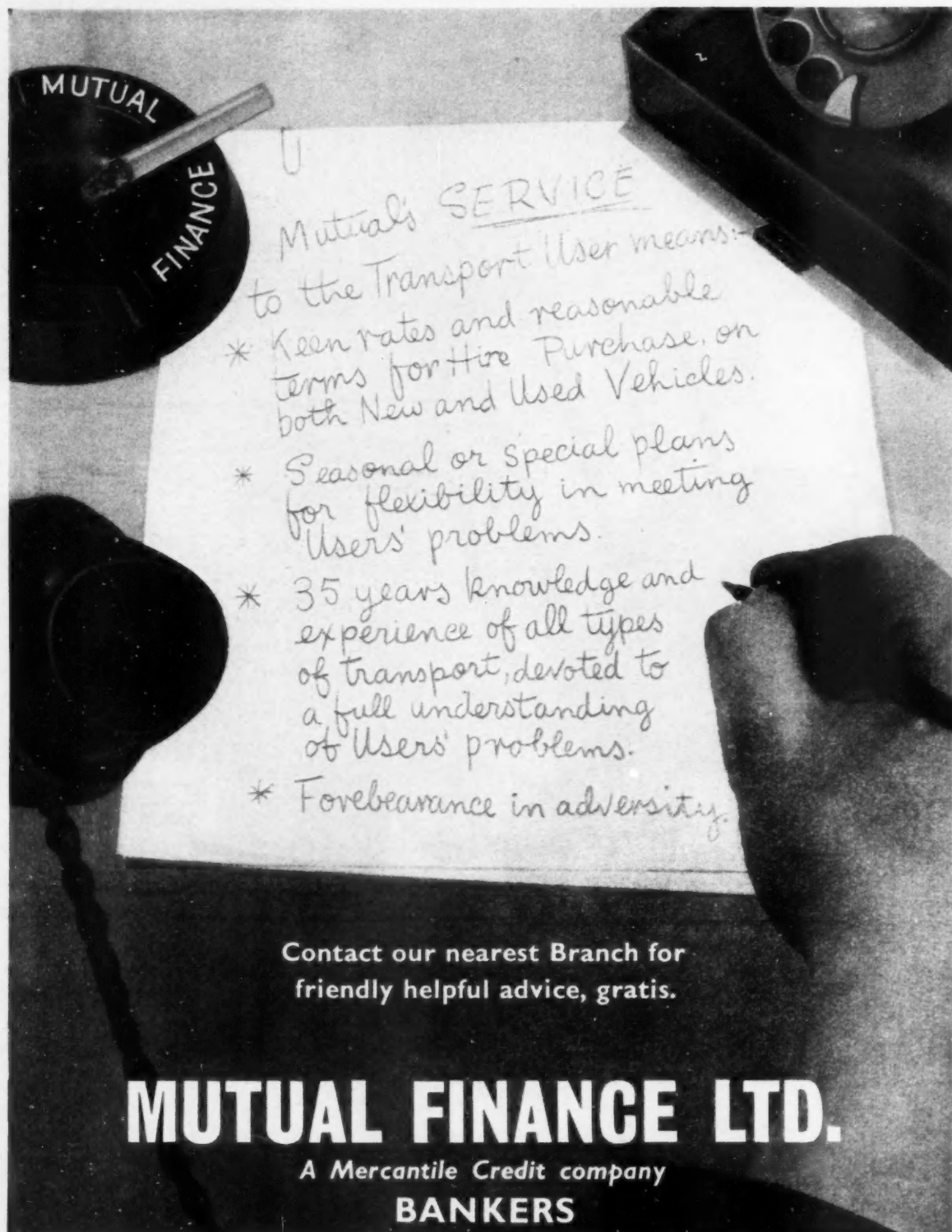
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Expansion Trends in Haulage

Large Block Applications Make Their Appearance

THERE are several large block applications for both A and B licences this week. The largest is one by Flynn Brothers (Contractors), Ltd., of Manchester, who are excavation contractors. They ask for 50 vehicles of 200 tons—10 to be acquired and 40 to be hired—to carry road-making materials in connection with the Preston-Warrington Motorway. How operators in the area, already doing this type of work, will react, will be interesting.

McPhee's (Newcastle), Ltd., in the Northern Area, are applying for a new A licence in respect of 23 vehicles and an artic., totalling over 175 tons. Their normal user will almost certainly invite objections from certain N.W. Durham operators who carry steel and steel products.

Further north still, McKelvie and Co., Ltd., of Paisley, want to add 153 tons, in the shape of 18 artics. operating under a new A licence; but the normal scope is restricted to one named customer—Pressed Steel Co., Ltd., of Linwood.

Another recently published block application is one by T. W. Regan, in the Metropolitan Area, who want to vary their A licence by adding 10 artics. with refrigerated boxes attached, to carry perishable foodstuffs and ship's stores to the larger northern ports.

SCOTTISH (NORTH)

Applications

SN 24/6/1.—Kelman's of Torrif, new A lic., 1 trl. art (4½t) tanker. Oils in bulk to North West and South England.

SN 24/6/2.—Universal Hauliers (Aberdeen), Ltd., Blackburn, Aberdeenshire. New A lic., 2 art. (20t) (to be hired). Oils, fats, spirits and other liquids in special bulk containers to Central and South Scotland, North West Midlands, East England and London.

SCOTTISH (SOUTH)

Applications

SS 24/6/1.—P. A. Laing and Co., Hawick, new A lic., 2 veh. (9t) and 2 art. (7½t). Timber to Epsom Port from Border Forests for G. C. Crossdale (Sawmills), Ltd., and J. Norton (Pulpwood), Ltd.

SS 24/6/2.—Cornton Coal Co., Ltd., Penicuik, new A lic., 1 veh. (3½t). All merchandise, timber, gravel and coal within Scotland and England.

SS 24/6/3.—Peter Strain, Newton Stewart, new A lic., 2 veh. (7½t) and 1 art. (4½t). Agric. produce and requisites for West Cumberland Farmers Trading Society, Ltd., Whitburn, in the Southern Division of Scottish area and North of England. If granted contract-A lic. will be surrendered.

SS 24/6/4.—McKelvie and Co (B.M. and P.), Ltd., Paisley, new A lic. 18 art. (15t). Steel products and accessories for Pressed Steel Co., Ltd., Linwood, to ports and assembly plants in G.B.

SS 24/6/5.—Thomas McDonald, Barrhead, new A lic., 2 veh. (7½t). Goods for Dursk Bitumen and Taroleum, Ltd., and Scottish Fellmongers, Ltd., mainly in Scotland. If granted contract-A lic. will be surrendered.

SS 24/6/6.—William Feeney, Dunipace, new B lic., 1 veh. (4½t). Building and road mats within 30 miles.

SS 24/6/7.—J. P. Roberston and Co., Ltd., Kilmarnock, new B lic., 1 veh. (4½t). Non-ferrous metals from Yorkshire and Lancashire to Edinburgh, Glasgow and Kilmarnock.

SS 24/6/8.—McNamee and Sons, Wishaw, new B lic., 1 veh. (10t). All goods within a radius of 50 miles.

SS 24/6/9.—Archibald S. Reid, Airdrie, B var., add 2 veh. (10t). G.a., G.B.

SS 24/6/10.—Gordon B. Caldwell, Ltd., Wishaw, B var., add 6 veh. (2½t). Goods within Glasgow and Lanark, Dunbarton, West Lothian and Renfrew.

NORTHERN

Applications

N 20/6/1.—R.C.C. Carrying Co., Ltd., Rlyth, new A lic., 2 veh. (6½t) (dumpsides). All classes of foodstuffs including meat, scrap metals, refined metals, machinery, coal, coke, building mats, newspapers and periodicals, parcels, timber, waste materials, ship stores, draperies, paints and chemicals, Northumberland, Durham, Yorkshire, Lancashire, Midlands, occasionally London and Scotland.

N 20/6/2.—L. Titterton, Motherby (Penny-rudock), new A lic., 2 veh. (6½t). Milk, lime, road mats., farm produce. Northern England and Southern Scotland.

N 20/6/3.—McPhee's (Newcastle), Ltd., new A lic., 23 vehs. (167½t) and 1 art. (8t 13c). Mainly steel, tubings, castings, machinery and chemicals. North East coast, Birmingham, Midlands, London and Scotland.

N 20/6/4.—T. Dodds, Bedlington Station, A var., add 1 veh. (4t) 80 per cent. goods for Jones and Campbell, Ltd., and return loads.

N 20/6/5.—R. I. Stamper, Carlisle, A var., add 1 veh. (4t) with cattle container (20).

N 20/6/6.—A. Sanderson (Great Broughton), Ltd., A var., add 1 veh. (6t), delete 1 veh. (3t 16c). Mainly machinery, building mats., scrap metals, foodstuffs, farm produce, grease, paper, oil. Lancashire, Yorkshire, London and as required.

N 20/6/7.—F. Smithwaite, Ltd., Northallerton, A var., add 1 veh. (6t 8c), delete 1 veh. (3t).

N 20/6/8.—J. R. Wilson and Son, Penrith, A var., add 1 T. (5t) to be used for maintenance purposes.

N 20/6/9.—J. G. Proudlock, Morpeth, new B lic., 1 T. (4t) and 1 T. (3t 8c) (specified in B lic.). Goods for P. Grayston and Co., Ltd., The Northern Farmers Trading Association, Ltd., Amalgamated Roadstone Corporation, Ltd., and John Metcalfe and Co.

N 20/6/10.—L. Robson and Sons, Craster, new B lic., 3 vehs. (10½t). Coal within 10 miles; livestock, furniture and household effects, road and building mats., within 35 miles agric. produce and requisites within 180 miles; limestone for Amalgamated Limestone Corp., Ltd., within 100 miles of Alnwick, and livestock to Hawick, also herrings from Seahouses to Great Yarmouth for R. and C. W. Dawson. Also 1 veh. (3½t) road and building mats., within 35 miles; agric. produce and requisites within 180 miles of Alnwick.

CONTRACTIONS: add, additional; agric., agricultural; art., articulated unit; c, cwt.; E.G., general goods; G.B., Great Britain; ind., indivisible; lic., licence; low-ldr., low-loader; mats., materials; N.U., normal user; S.T., special type; t, tons; T., tipper; trl., trailer; var., variation; wh., wheels.

N 20/6/11.—F. Willis, Heston-le-Hole, new B lic., 1 veh. (3t 9c) (dumpsides) and 1 veh. (3t 18c) to replace 1 T. (3t). Coal and coke, furniture and household effects within 10 miles road and building mats., within 70 miles. Goods for Samuel Tyrack and Co., Ltd., as required.

N 20/6/12.—Direct Transport (Bishop Auckland), Ltd., Bishop Auckland, B var., add 1 veh. (5t 11c). Building mats., within 100 miles.

N 20/6/13.—C. and N. Stodart, Brompton (Northallerton), B var., add 1 veh. (3t 6c) (cattle trucks) with container (2½t). Pigs to slaughterhouses for Fatstock Marketing Corp. as required, other livestock within 40 miles and foodstuffs within 70 miles.

NORTH WESTERN

Applications

NW 23/6/1.—S. Hall, Ltd., Salford, new A lic., 1 veh. (4t). Engineering goods and mats. throughout G.B. (1 veh. (3½t) now on contract-A lic.).

NW 23/6/2.—T. Pearson and Co., Ltd., Bilton, A var., delete 1 veh. (5½t) includes container (1½t). Add 1 veh. (7½t) includes container (2t). Meat and foodstuffs; G.B.

NW 23/6/3.—T. Maxted and Sons, Manchester, A var., add 2 veh. (7t) vans.

NW 23/6/4.—F. Platt, Ltd., Salford, add 2 veh. (8t).

NW 23/6/5.—Mark Barnes and Sons, Haslingden, new B lic., 1 T. (3½t). Solid fuel, industrial waste, building and road making and excavation mats., and requisites, timber, furniture, textiles and textile requisites within 25 miles. Vehicle on contract-A lic.

NW 23/6/6.—Talke Sing and Ash Co., Ltd., Knutsford, new B lic., 7 T. (27½t). Sand, gravel, red shale, site work within 25 miles.

NW 23/6/7.—F. W. Hancock, Macclesfield, new B lic., 1 veh. (4½t). Textile machinery, building plants, mats., road construction plant and road mats., agric. produce and requisites, all within 200 miles.

NW 23/6/8.—Flynn Bros. (Contractors), Ltd., Manchester, new B lic., 50 vehs. (200t) (10 to be acquired and 40 to be hired). Carriage of road-making mats. and excavated earth in connection with the construction of the Preston-Warrington Motorway, within 50 miles.

EAST MIDLAND

Applications

EM 14/6/1.—B. E. and T. R. Woodin, Pottersbury, new A lic., 1 veh. (10t). G.a., G.B.

EM 14/6/2.—Murphy Bros., Ltd., Thurmaston, A var., add 4 veh. (12t).

EM 14/6/4.—F. Loxley and Son, Ltd., Bromsall (Matlock), B var., add 1 veh. (3½t). Tanned and dry limestone within 75 miles.



Castrol, Ltd., use this smart caravan articulated vehicle at agricultural shows in the United Kingdom. The semi-trailer was built by Rollalong, Ltd., and is divided into two lounges and a kitchen/bar. A lean-to tent can be used on the site, to provide extra accommodation. The prime mover is a Bedford TK 8-ton unit with two-speed axle.

Applications

EM 28/6/4.—**Crossways Garage (Ipden), Ltd.**, new B lic., 2 veh. (6t 16c) at present specified in C lic. General and farm goods 100 miles, and sugar beet to Kidderminster.

EM 28/6/5.—**A. L. Warner**, Chipping Norton, new B lic., 1 veh. (4t 3c). Sand, shingle, ballast, stone, 40 miles and lime 150 miles.

EM 28/6/6.—**W. J. and W. A. James**, Towcester, new B lic., 1 veh. (5t 19c) and 1 trl. (4t 19c); 1 art. (4t 5c) pole trailer. Timber in the round from woods to sawmills and railhead as required. If granted contract-A lic. will be surrendered.

EM 28/6/7.—**E. C. Partridge, Ltd.**, Belper, B var., 1 veh. (4t 5c). To be used only when any authorized veh. on A, B or contract-A lic. is withdrawn from service for overhaul or repair.

EM 28/6/8.—**Wheat Brothers**, Birstall (Leicester), B var., add 1 veh. (5t 13c). Solid and smokeless fuels as required. If granted contract-A lic. will be surrendered.

EM 28/6/9.—**S. W. Spencer, Ltd.**, Leicester, B var., add 2 veh. (7t). Goods (excluding furniture and household effects) within 50 miles.

WEST MIDLAND

Applications

WM 15/6/1.—**Oakfield Transport Co., Ltd.**, Kingswinford, new A lic., 2 veh. (6t 5c). Mainly castings, steel, malleable pipes and scrap, within 250 miles (now on contract-A lic.). Also 1 art. (unit 4t trl. 4t). Mainly steel joists, 36-40-ft. lengths within 250 miles radius.

WM 15/6/2.—**Wild, London, Ltd.**, Stoke-on-Trent, new A lic., 6 T. (6t 5c). Salt and chemicals, Cheshire, London, South Wales, South Coast, Lancashire, Yorkshire. (Now on contract-A lic.)

WM 15/6/3.—**W. G. Skyrme, Eardisley**, A var., delete 1 veh. (55t) and container (2t), add 1 veh. (7t) and container (2t). Mainly livestock and all agric. requisites, machine parts, gas bottles and furniture. Mainly Herefordshire and adjoining counties.

WM 15/6/4.—**Oldbury Transport, Ltd.**, Oldbury, A var., add 2 art. (17t 4t). Metal and metal goods, engineering and colliery plant, equipment and tools, machinery, foodstuffs, brewery products, chemicals, motor vehicles and parts, and building mats.

WM 15/6/5.—**E.R.S. (Parcels), Ltd.**, Willenhall, A var., add 6 veh. (27t 4t) includes 2 art. units (two at 3t 4t each) trls. (two at 3t each). Mainly parcels/smalls, within 200 miles.

WM 29/6/6.—**Links Haulage**, Shrewsbury, A var., delete 1 veh. (3t 4t). Add 2 veh. (14t 4t). Mainly steel (various) building materials, motor vehicle components and scrap metal. Mainly Midlands, London area, and Eastern Counties. If granted, contract-A lic. will be surrendered.

WM 29/6/7.—**R.R.S. (Parcels), Ltd.**, Stoke-on-Trent, A var., add 1 art. (6t 4t). G.g., mainly parcels/smalls, collection and delivery within 40 miles and services within 150 miles.

Glass-fibre is employed in the construction of the body on this bulk ice truck operated by United Carlo Gatti, Stevenson and Slaters, Ltd. Mounted on a Thames Trader chassis, it has a capacity of 6-8 tons.



WM 29/6/8.—**H. Starkey**, Wolverhampton, A var., add 1 veh. (4t). Mainly castings and scrap metal and household appliances. Midlands and London area.

WM 29/6/9.—**C. A. Lignit, Bewdley**, new B lic., 1 veh. (2t). Delivery of furniture and household effects, anywhere.

SOUTH WALES

Applications

SW 28/6/1.—**J. R. Thomas**, Aberystwyth, B var., add 1 veh. (1½t) (Land Rover). Towing of caravans within 200 miles.

SW 28/6/2.—**J. G. Roberts**, Llanelly, B var., add 1 veh. (2½t). Goods for Vacuum Oil Co., Ltd., within 50 miles and all goods within 12 miles of Cwmbach Road, near Llanelly.

SW 28/6/3.—**The Star Brick and Tile Co., Ltd.**, Pontrhir, B var., add 1 T. (4½t). Goods for Star Brick and Tile Co., Ltd., and associated companies as required.

SW 28/6/4.—**A. J. Elliott and Co.**, Pontypool, B var., add 1 T. (4½t). Bricks for Little Mill Brick Co., quarried mats, fillings and sand required for the construction of the Spencer steelworks, Llanwern, on behalf of Sir Robert McAlpine and Son, Ltd., within an area bounded by Chestow, Coleford, Brynmawr, Cefn Coed, Treherbert and Pyle.

EASTERN

Applications

E 26/6/1.—**R. Dunning**, North Walsham, new A lic., 1 veh. (6t). Goods, mainly agric. and foodstuffs; mainly Eastern Counties, London, Midlands and N.W. of England.

E 26/6/2.—**T. and J. Kidner, Ltd.**, Bampton, A var., add 5 veh. (18t 4t). If granted, veh. deleted from B lic.

E 26/6/3.—**L. A. Jackson**, Chesterton, new B lic., 1 T. (3½t). Hardcore, top soil, building mats, 50 miles.

E 26/6/4.—**Miller Car Transport, Ltd.**, Stapleford, new B lic., 2 art. (15½t) (car transporters). Completely assembled motorcars and vans on wheels, not crated.

E 26/6/5.—**A. E. Cater**, Yaxley, new B lic., 2 veh. (8½t). Agric. and horticultural produce and requisites for Russell Burgess, Ltd., for delivery in South Wales; coal for Walter Woodthorpe of Boston Docks, collected at pitheads in South Wales for delivery in North Norfolk and South Lines.

E 26/6/6.—**Pitchers Transport**, Walpole St. Andrew, new B lic., 1 veh. (3½t). Corn within 10 miles to King's Lynn; sand and gravel ex pit to within three miles; sugar beet within three miles to railhead or factory; lime sludge or pulp on return; earth fillings within 10 miles; produce collected within 10 miles for London and Bradford nightly service; potatoes on rail for J. W. Hicks, Ltd., and to London markets.

E 26/6/7.—**Knowles (Transport), Ltd.**, Wimblington, B var., add 1 veh. (3½t). Sugar beet collected within a radius of six miles for delivery to railhead or factory, pulp on return. Agric. produce and requisites to and from London for W. Brand, Ltd. Lime sludge collected from local sugar beet factories delivered to farms within 15 miles. Collection and delivery of brick rubble within 15 miles.

E 26/6/8.—**F. C. Upton and R. B. Wilson**, Mulbarton, B var., of conditions to authorize caravan towing and parts, G.B.

E 26/6/9.—**R. B. Sanders**, Peterborough, B var., of conditions to authorize: silica sand 100 miles; building mats, within 50 miles, excluding bricks from Northamptonshire. Brickworks and points connected to railway sidings.

Automatic Transmissions Reviewed

THE number of British commercial vehicles fitted with fully or semi-automatic transmissions is not large as yet, but the use of such forms of transmission will undoubtedly increase. Transport managers will, in any case, already be experiencing the growing use of automatic gearboxes in some of the private cars likely to be found in their fleets. Knowledge of automatic transmissions is not great in this country, however, so the publication of any book on this subject is of interest.

Mr. J. G. Giles, B.Sc.(Eng.), M.I.Mech.E., A.M.I.E.E., who has been deputy director of the Motor Industry Research Association since 1955 and has been primarily responsible for the design of an automatic transmission himself, has written an extremely comprehensive book on the subject. It is entitled "Automatic and Fluid Transmissions," published by Odhams Press, Ltd., 96 Long Acre, London, W.C.2, price 45s. Mr. Giles is to be congratulated on the way in which he has managed to compress this vast store of information into a mere 328 pages, particularly as the work includes an introduction to various basic trans-

mission principles and their histories, including mechanical, hydraulic, electric, friction and ratchet drives.

Following this historical survey, the author then deals with a vehicle's power requirements and the relative merits of mechanical and hydraulic transmissions, whilst the subsequent chapter is devoted to mechanical gearbox developments, including an explanatory section on synchromesh mechanisms.

Other subjects dealt with in the book include hydraulic control systems, semi-automatic transmissions—including automatic clutches of all types, and hydraulic couplings and torque converters. Details are then given of all types of American private-car automatic transmissions, also British and European designs, whilst there is a complete chapter devoted to heavy-vehicle fully and semi-automatic designs.

The book concludes with a look at possible future developments, including the pros. and cons. of turbine power units and positive-displacement hydrostatic transmissions. The book is a valuable work of reference to all concerned with automotive design, operation and maintenance.—J.F.M.

WESTERN

Applications

W 27/6/1.—**W. Viney, Ltd.**, Bruton, A var., add 1 veh. (4t 19c). G.g. normally within 300 miles.

W 27/6/2.—**W. H. Jakeway and Sons, Ltd.**, Sandford, A var., add 1 T. (5t 9c). Mainly quarry mats, normally within 150 miles. (Veh. now on contract-A lic. with Tarmac Roadstone, Ltd.)

W 27/6/3.—**W. Viney, Ltd.**, Bruton, new B lic., 1 veh. (4t 19c). G.g. within 50 miles. (Veh. at present on C lic.)

METROPOLITAN

Applications

M 29/6/1.—**Ernest Valzey, Ltd.**, S.E.7, A var., 8 veh. (22t 8c). To be surrendered 3 veh. (7t 12c). Metals, machinery, timber, paint, and g.g. London area and near Home Counties.

M 29/6/2.—**F. J. Hope**, Bedfont, A var., substitute 1 art. (4t 7c) for 1 art. (3t 16c). G.g. and indivisible loads, G.B.

M 29/6/3.—**E. E. Howes (Transport), Ltd.**, Cheshunt, A var., add 1 art. (6t). To substitute any veh. specified on A or contract-A lic. whilst undergoing repair or overhaul.

M 29/6/4.—**R. H. Lavender**, Ruislip, A var., add 3 T. (12t 6c). Concrete and filling mats, and excavations within 150 miles.

M 29/6/5.—**S. I. Pyle, Ltd.**, Weybridge, A var., add 1 veh. (2t 9c) van, G.g. 150 miles, furniture removals any distance. (If granted lic. with facilities "mainly furniture and household effects and small manufacturers' products within 30 miles" granted to S. Shrubbs will be surrendered.)

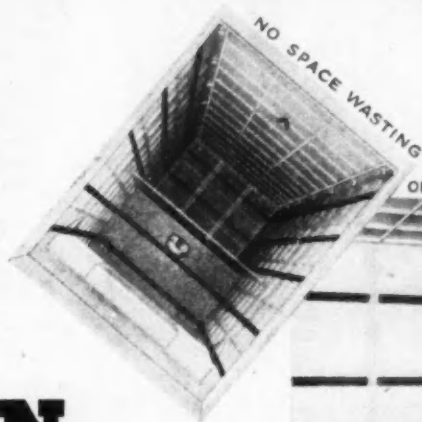
M 29/6/6.—**T. W. Regan, E.C.1**, A var., add 10 art. (140t) (refrigerated box). Mainly meat, fruit and ships' stores, London, Liverpool, Manchester, Newcastle, Glasgow, occasionally Aberdeen and Peterhead.

M 29/6/7.—**Oil Collection Service**, N.8, new B lic., 4 veh. (21t 3c) (tankers). Waste and re-refined oils and spirits within 200 miles. (If granted, contract-A lic. will be surrendered.)

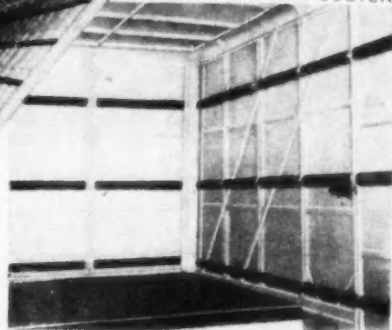
'It's a frame-up!'



Yes, but a very legitimate 'frame-up' showing the inside story of the famous Arlington maximum capacity body without its panelling. It's the frame that makes light work of your bulkiest transport problems, giving maximum interior capacity with minimum dead weight. Note the bracing arrangement supporting the rear overhang to carry the extra strain when the tailboard is loaded. This is just one of the very many special features of Arlington body-building resulting from forty years of constant development.



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ARLINGTON DESIGN & BUILD FOR ALL MAKES & FOR ALL TRADES

INDIA INTRODUCE TWO NEW GIANTS

See how it's done!

1. SUPREME CASING STRENGTH! India Tyre Engineers, working in conjunction with transport operators and using the most advanced techniques, have produced two entirely new casing designs. These make greatly improved use of the high cord-strength of modern materials—both nylon and rayon tyres being available. Between them these two new India giants are tough enough for most working conditions.

2. SCIENTIFIC TREAD DESIGN. Onto these stronger tyre casings India has built just *two* new tread patterns—so skilfully designed that together India's two new giants give top performance on all kinds of surface.



INDIA SUPER G.25—ON THE ROAD

From Motorway to secondary road, this tyre's star qualities are:

- * more rubber on the tread, for longer life
- * thick kerbing ribs to protect sidewalls from kerb damage and to ensure greater retreadability
- * broad central rib, for smoother riding, easier steering
- * deep buttress channels cut overheating

n34



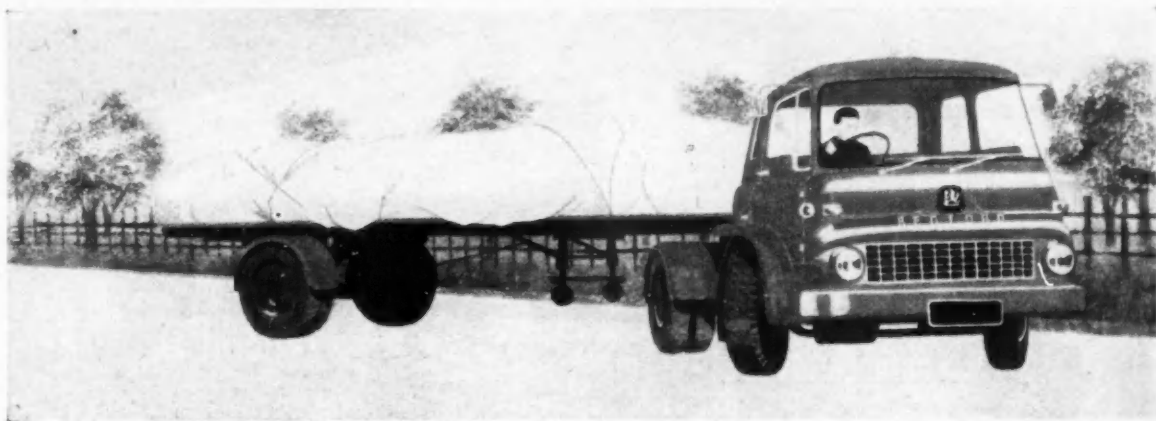
INDIA SUPER G.26 ON ROAD AND TRACK

For all on/off-the-road work, this tyre offers:

- * more rubber *on the tread*, for longer wear
- * powerful traction bars, for extra-powerful grip
- * well-tapered tread grooves cut out stone trapping
- * supreme for *rear driving wheels*—with G.25 on the front

THAT GRIP BETTER, LAST LONGER!

PROOF? JUST TWO TYRES DO ALL THESE JOBS!



INDIA TYRES

TESTED TOUGH—FOR RELIABILITY

FIT INDIA RED FLASH  G.25 OR G.26 FOR ALL YOUR TRANSPORT NEEDS



Sketched at the Homalloy Works

Putting the finishing touches to a cab on an Atkinson chassis. The cab is fabricated from structural plastics, using Beetle Polyester Resin. Holmes (Preston) Ltd. make wide use of this modern body-building technique.

Sketch by John Ross, copyright of:

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Planning for Profit

Fifty Years of Costs

*The New Edition of "The Commercial Motor" Tables of Operating Costs
Makes Allowance for Several Increases in Users' Expenditure*

COMPREHENSIVE tables of operating costs first appeared in *The Commercial Motor* in 1911. The new issue of the Tables, published on July 5, price 3s. 6d. (4s. postage paid), is therefore a Jubilee Edition.

During these 50 years the road transport industry has experienced many changes and vast expansion. Concurrently, there has been a revolution in the relative values of goods and services. Successive editions of the Tables have incorporated the effects of these changes on the cost of operating commercial vehicles, but the underlying principles have remained the same.

Compared with the Tables published last year, this new edition makes allowance for the alterations in motor vehicle duties announced in the Budget on April 17, 1961. In addition to the resulting higher cost of licences, the other four items of standing costs, namely wages, rent and rates, insurance and interest, have all had to be appreciably increased.

Relative to goods vehicle operation, drivers' wages are based on the minimum rates of remuneration as set out in the current Road Haulage Wages Order R.H.(70), as applicable to vehicles based in the intermediate—Grade I—areas. Whilst there is a statutory obligation on A- and B-licence operators to pay such rates, these are not binding on users of C-licence vehicles. In practice, however, the rate of wages actually paid by ancillary users does not differ substantially.

Correspondingly, the wages paid to drivers of passenger vehicles have been calculated in this new edition of the Tables on the basis of the most recent and relevant national scales.

In both cases additions to the basic minimum remuneration have been made in respect of the amounts which employers contribute to both the new Graduated Pension and National Insurance, and voluntary employers' indemnity insurance. Whilst no longer obligatory, these latter payments replace contributions necessary under the former Workmen's Compensation Act. An appropriate adjustment is also made to both goods and passenger wages to include the cost of holidays with pay.

Increases in the cost of garaging vehicles have also been allowed for in this new edition by the addition of approximately 10 per cent. to the item of rent and rates.

A substantial change has been made in the basis for calculating the cost of insuring goods vehicle operation. Because of the increasing disparity between the amount of premium paid by hauliers or ancillary users, the following compromise has been introduced in this new edition so as to avoid undue complication.

THE cost of insuring goods vehicles with a carrying capacity of under 3 tons, as listed in Tables One and Four, continues to be based on the average amount of premium likely to be paid for comprehensive cover on a C-licensed vehicle operating in medium-risk areas. Above that carrying capacity, the amount of premium appropriate to A-licence operation is used to form the basis in calculating the cost of insuring vehicles listed in Tables Two, Three, Five and Six.

It is emphasized that in all cases the cost of insurance as shown in the Tables refers solely to premiums paid in respect of the vehicle. The actual amount payable by individual operators will, of course, vary widely according to the area of location, type of operation, capacity and value of vehicle, the extent of cover required and the accident records of individual operators, to which insurers are giving increasing attention.

Because of the higher rates of interest being paid on capital investment generally, this item of standing cost is now calculated on a basis of a rate of 5 per cent. per annum on the initial outlay of each vehicle.

Expenditure on fuel is a substantial proportion of the total cost of operating a commercial vehicle. It is therefore

particularly important that this item should be as accurately estimated and subsequently recorded as possible. Unfortunately, however, there is a wide range of prices at which fuel can be purchased, and for complete accuracy any estimate of operating costs should include calculations based on the exact amount paid for fuel by the operator concerned. For the purpose of the costs shown in this new edition of the Tables, the price paid for petrol is reckoned at 3s. 10d. per gallon for commercial vehicles and 4s. 7½d. for the cars listed in Table Nine. Oil fuel (derv) is reckoned to cost 3s. 10½d. per gallon. It is assumed that the price of standard-grade petrol purchased in an inner zone is applicable to commercial vehicles, and that operators take advantage of bulk delivery.

Individual operators will, however, purchase fuel at various prices due to the combined effect of price zoning and bulk, fleet or agency discounts. To facilitate variations in this important item of operating cost, a ready-reckoner is included in the Tables from which the fuel cost per mile resulting from variations in both price per gallon and rate of consumption can be readily obtained and substituted for the cost shown in the Tables where appropriate.

THE cost of lubricants remains substantially the same and is intended to allow for both engine oil consumption and sump replacement.

Tyre costs per mile are obtained by dividing the price of a set of tyres specified as standard equipment (excluding the spare) by the estimated mileage life per set appropriate to the particular type of vehicle, under average operating conditions.

As in previous editions, the cost of maintenance as shown in the Tables is intended to cover all work necessary to keep vehicles in a clean, efficient and roadworthy condition. Because washing and light servicing are often performed periodically, for example, weekly, irrespective of variations in weekly mileage, total maintenance cost will not necessarily be directly relative to mileage. As with tyres, the maintenance costs shown represent average figures of users operating standard vehicles under normal conditions. Incidentally, in respect of goods vehicles, it is assumed that standard platform bodies are fitted for vehicles other than those shown in Table One.

Depreciation continues to be calculated on a mileage basis and the estimated life ranges from 75,000 miles for the smallest vehicle to 300,000 miles for the largest. The depreciation cost per mile is obtained by first deducting the equivalent price of the original set of tyres from the initial cost of the vehicle, followed by a further deduction in respect of the estimated residual value. Because of fluctuations in the resale market for commercial vehicles in recent months, these residual amount values are now assessed at 10 per cent. of the initial cost. The remaining balance is then divided by the figure of estimated mileage life appropriate to the particular vehicle, whilst an adjustment is also made, when necessary, to allow for obsolescence resulting from exceptionally low annual mileage or special conditions of operation.

The total operating cost is then obtained by the addition of the five items of both standing and running costs. Because operating costs vary according to mileages run, these are given for a range of average weekly mileages appropriate to the types of vehicle listed in each of the nine Tables. Thus, in Table One—Goods Vehicles (Rigids), 5 cwt. to 2½ tons—the weekly mileages range from 100 to 500, which are considered appropriate to retail distribution and similar work. In Table Three—Goods Vehicles (Rigids), 8 tons to 16 tons—the corresponding range is from 400 to 1,200, as would be operated by vehicles engaged on medium- and long-distance journeys.

Operating costs per mile and per week are given and both are applicable for use by hauliers and ancillary users, after

Fig. 1.

Working Costs for Motor Vehicles, February 16, 1911

		6-TON PETROL				5-TON PETROL				4-TON PETROL				3-TON PETROL			
	Column No.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
(1)	Miles per day	40	60	80	100	40	60	80	100	40	60	80	100	40	60	80	100
(2)	Cost—Chassis without tyres	£625	—	—	—	£600	—	—	—	£575	—	—	—	£550	—	—	—
(3)	Cost—Chassis with tyres and platform	£802	—	—	—	£762	—	—	—	£710	—	—	—	£670	—	—	—
(4)	Rubber tyres (guaranteed 10,000 miles)	£160	£240	£320	£400	£145	£217	£290	£362	£120	£180	£240	£300	£105	£157	£210	£263
(5)	Interest, 5 per cent.	£31	£31	£31	£31	£30	£30	£30	£30	£29	£29	£29	£29	£27	£27	£27	£27
(6)	Depreciation, 15 per cent.	£93	£93	£93	£93	£90	£90	£90	£90	£87	£87	£87	£87	£81	£81	£81	£81
(7)	Repairs (per year)	£30	£35	£40	£50	£30	£30	£35	£45	£25	£30	£35	£40	£25	£30	£30	£35
(8)	Driver (35s. per week)	£91	£91	£91	£91	£91	£91	£91	£91	£91	£91	£91	£91	£91	£91	£91	£91
(9)	Oils (per year)	£10	£10	£12	£12	£10	£10	£12	£12	£9	£9	£11	£11	£8	£8	£9	£9
(10)	Insurances	£15	£15	£15	£15	£15	£15	£15	£15	£15	£15	£15	£15	£15	£15	£15	£15
(11)	Petrol at 9d. per gallon	£75	£112	£150	£187	£62	£94	£124	£154	£53	£80	£106	£134	£47	£70	£94	£117
(12)	Petrol consumption (miles per gallon)	5	—	—	—	6	—	—	—	7	—	—	—	8	—	—	—
(13)	Loader (22s. per week)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
(14)	Coke (7d. per cwt.)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
(15)	Coke consumption (miles per cwt.)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
(16)	TOTAL YEARLY COST	£505	£627	£752	£879	£473	£577	£687	£799	£429	£521	£614	£707	£399	£479	£557	£638
(17)	Cost per week (about)	£10	£13.5	£15	£17.5	£9.5	£11.5	£13.5	£16	£8.5	£10.5	£12	£14	£8	£9.5	£11	£12.5
(18)	Cost per day (about)	£2	£2.7	£3	£3.5	£2	£2.3	£2.7	£3.2	£1.7	£2.1	£2.4	£2.8	£1.6	£1.9	£2.2	£2.5
(19)	Cost per mile	12.1d.	10.5d.	9d.	8.5d.	11.5d.	9.25d.	8.25d.	7.75d.	10d.	8.5d.	7.25d.	6.75d.	9.5d.	7.5d.	6.5d.	6d.
(20)	Cost per ton-mile (loaded both ways)	2d.	1.75d.	1.5d.	1.41d.	2.3d.	1.85d.	1.65d.	1.55d.	2.5d.	2.1d.	1.8d.	1.7d.	2.85d.	2.5d.	2.16d.	2d.
(21)	Cost per ton-mile (loaded one way)	3.5d.	3.25d.	2.75d.	2.5d.	4.25d.	3.5d.	3d.	2.8d.	4.5d.	3.75d.	3.2d.	3d.	5.25d.	4.5d.	4d.	3.25d.

2½-TON PETROL				2-TON PETROL				1½-TON PETROL				1½-TON PETROL				6-TON STEAM (Gear)	5-TON STEAM (Gear)	5-TON STEAM (Chain)	3-TON STEAM (Gear)					
	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
(1)	40	60	80	100	40	60	80	100	40	60	80	100	40	60	80	100	40½	40½	40½	40½	40½	40½	50	80
(2)	£500	—	—	—	£450	—	—	—	£425	—	—	—	£400	—	—	—	£585	†	£560	†	£535	†	£446	£446
(3)	£610	—	—	—	£550	—	—	—	£510	—	—	—	£470	—	—	—	£600	£668	£575	£633	£550	£608	£580	£580
(4)	£95	£142	£190	£240	£85	£128	£170	£213	£75	£112	£150	£187	£60	£90	£120	£150	—	—	—	—	—	—	£150	£240
(5)	£25	£25	£25	£25	£22	£22	£22	£22	£21	£21	£21	£21	£20	£20	£20	£20	£29	£32	£28	£31	£27	£30	£23	£23
(6)	£75	£75	£75	£75	£66	£66	£66	£66	£63	£63	£63	£63	£60	£60	£60	£60	£87	£96	£84	£93	£81	£90	£69	£69
(7)	£25	£25	£30	£30	£20	£20	£25	£25	£18	£20	£20	£22	£15	£18	£20	£20	£50	£60	£50	£60	£50	£60	£30	£30
(8)	£91	£91	£91	£91	£91	£91	£91	£91	£91	£91	£91	£91	£91	£91	£91	£91	£91	£91	£91	£91	£91	£91	£91	£91
(9)	£8	£8	£9	£9	£7	£7	£8	£8	£7	£7	£8	£8	£6	£7	£7	£8	£14	£15	£14	£15	£14	£15	£9	£10
(10)	£15	£15	£15	£15	£13	£13	£13	£13	£13	£13	£13	£13	£13	£13	£13	£13	£17	£19	£17	£19	£17	£19	£17	£17
(11)	£42	£64	£84	£106	£38	£46	£76	£92	£31	£47	£62	£78	£27	£40	£54	£67	—	—	—	—	—	—	—	—
(12)	9	—	—	—	10	—	—	—	12	—	—	—	14	—	—	—	—	—	—	—	—	—	—	—
(13)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	£55	£55	£55	£55	£55	£55	—	—
(14)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	£25	£30	£25	£30	£37	£45	£20	£32
(15)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	15	12	15	12	10	8	18	18
(16)	£376	£445	£519	£591	£342	£393	£471	£530	£319	£374	£428	£483	£292	£339	£385	£429	£368	£398	£364	£394	£372	£405	£409	£512
(17)	£7.5	£9	£10	£11.5	£7	£8	£9.5	£10.5	£6.5	£7.5	£8.5	£9.5	£6	£6.5	£7.5	£8.5	£7.25	£8	£7.25	£8	£7.5	£8	£8	£10
(18)	£1.5	£1.8	£2	£2.3	£1.4	£1.6	£1.9	£2.1	£1.3	£1.5	£1.7	£1.9	£1.2	£1.3	£1.5	£1.7	£1.45	£1.6	£1.45	£1.6	£1.5	£1.6	£1.6	£2
(19)	9d.	7.25d.	8d.	5.5d.	8.5d.	6.5d.	5.75d.	5d.	7.75d.	6d.	5d.	4.5d.	7.25d.	5.25d.	4.5d.	4d.	8.75d.	9.5d.	8.75d.	9.5d.	9d.	9.5d.	7.75d.	5.75d.
(20)	3.6d.	2.9d.	2.4d.	2.2d.	4.25d.	3.25d.	2.8d.	2.5d.	5.1d.	4d.	3.3d.	3d.	5.8d.	4.2d.	3.6d.	3.2d.	1.45d.	95d.	1.75d.	1.2d.	1.8d.	1.2d.	2.6d.	1.9d.
(21)	6d.	5.5d.	4.5d.	4d.	8d.	6d.	5.5d.	4.2d.	9d.	7d.	5.75d.	5d.	10d.	8d.	6d.	5.5d.	2.5d.	1.75d.	3.25d.	2.1d.	3.2d.	2.1d.	4.6d.	3.5d.

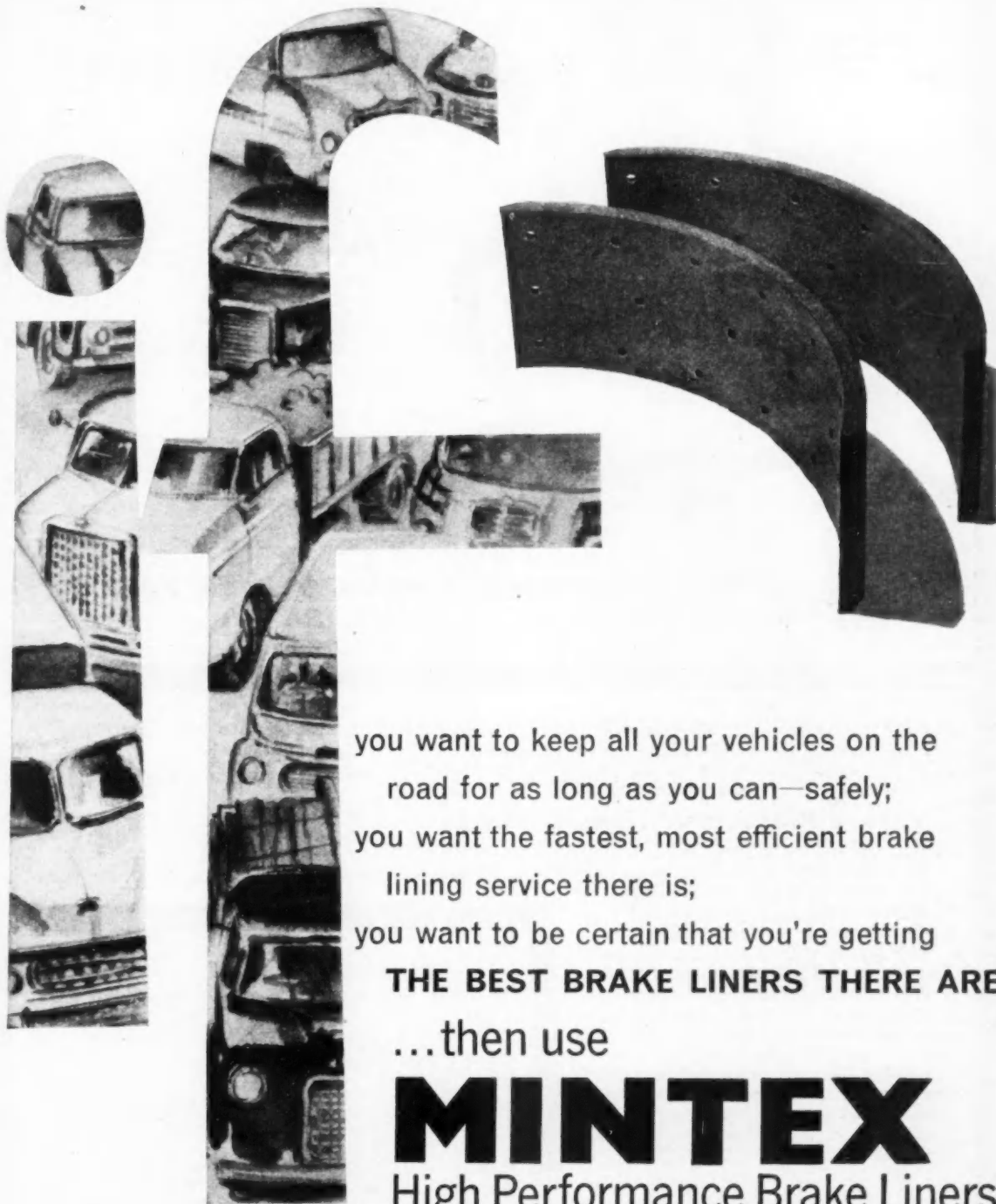
* With trailer carrying 3 tons. † With trailer carrying 4 tons. ‡ Steel tyres.

§ The costs per ton-mile loaded both ways are slightly less than double those loaded one way, due to less wear and tear on tyres and less petrol.

A set of tyres guaranteed for 10,000 miles will just last a year at 40 miles a day, consequently the underlined figure in the cost of tyres column is the comparative cost of one set. The price of rubber is so variable that quotations for tyres must be asked specially in each case.

Note.—These costs are at the best approximate, but they are very reliable, and will give those interested a good idea of the charges incurred with any particular motor.

(Continued on page 815)



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Photograph by courtesy of D. W. Free & Son, Marlborough, Wilts.

TIPPING-semi-trailer style

appropriate adjustment of insurance costs when necessary. Alternatively, total operating costs can be calculated by the user of the Tables for any period or journey by adding the running cost appropriate to the mileage incurred to the relative cost of the total time involved, which should include both travelling and standing time. To facilitate such calculations, standing costs per hour and per week are shown in the Tables.

Overhead or establishment costs consist of all items of expenditure which cannot be accounted directly to specific vehicles when more than one is operated. Such costs include expenses which can be grouped under the headings of management, office, garage and stores, warehouse, branch depots, sales and publicity, professional services and auxiliary fleet. For the purpose of the Tables, the allocation of establishment costs bears relation, but is not directly proportional, to carrying capacity and is assessed at 20 per cent. of the total operating cost.

Profit margin is intended as an element of cost to cover the risk inevitable in running a business in contrast to the comparative security of paid employment. This is also assessed at 20 per cent. of the total operating cost.

THE minimum charges shown in the Tables result from the addition of the total operating cost, establishment costs and profit margin. Corresponding to the variation in operating costs, a range of differing charges is shown applicable to appropriate mileages, and for this reason no standard charge can be given.

In addition to detailing the minimum charges per mile and per week, provision is made for users of the Tables to calculate charges on a time plus mileage basis by including the relative charges per hour and per mile.

The whole of the foregoing comments refer to commercial vehicles with petrol or oil engines. Because of the special circumstances, different methods of calculating costs are adopted when dealing with electric vehicles (Table Four) and cars (Table Nine). Because the maintenance of electric vehicles is frequently scheduled on a time rather than mileage basis, this item is shown as a standing cost. Depreciation is similarly allocated and divided into three sub-items appropriate to this class of vehicle with varying rates of depreciation of chassis, body, battery and charger. The cost of electric current is reckoned at 1d. per B.Th.U.

Depreciation is also calculated on a time basis in Table Nine. This is in conformity with the increasing tendency for frequent replacement of cars provided for business purposes. For the purpose of this Table it is assumed that a policy of annual

replacement is adopted to achieve maximum availability and avoid otherwise complex problems of maintaining scattered fleets of staff cars.

As with commercial vehicles, an adjustment has been made in the allowance for residual value as a result of fluctuations in the used car market over the past year, which now range from 17½ to 25 per cent. of the initial cost.

Fig. 2

COMPARISON OF THE OPERATING COSTS OF PETROL-ENGINEED GOODS VEHICLES—1911, 1938 and 1961

Carrying Capacity (tons)	1	1½	2	3	4	5	6
200 Miles per week :- (pence per mile)							
1911	7.25	7.75	8.50	9.50	10.00	11.50	12.10
1938	8.10	9.07	9.96	10.31	11.03	11.56	13.35
1961	21.19	21.93	22.88	24.33	25.74	27.55	29.48
400 Miles per week :- (pence per mile)							
1911	4.50	5.00	5.75	6.50	7.25	8.25	9.00
1938	5.06	5.72	6.31	6.57	7.29	8.32	9.01
1961	13.22	13.90	14.57	15.30	16.30	17.74	19.07

Resulting from a policy of annual replacement, the two items of running costs—maintenance and tyres—shown in Table Nine are not comparable with the corresponding items relative to commercial vehicles. It has been assumed that, when cars are changed annually, the maintenance necessary during the first 12 months of their life will be limited to tasks included in manufacturers' servicing schemes, and the resulting cost has been calculated accordingly. Similarly, it is assumed that when cars are replaced at the end of the year they will still be fitted with the original set of tyres. The tyre costs shown in Table Nine are therefore intended to cover only accidental damage.

With the announcement of the publication of this Jubilee Edition of the Tables, the opportunity is taken to reproduce (Fig. 1) an extract of estimated Working Costs for Motor Vehicles which appeared in *The Commercial Motor* on February 16, 1911. The vehicles shown include both petrol and steam-engined types.

In Fig. 2 a comparison of the operating cost per mile of petrol-engined goods vehicles for the years 1911, 1938 and 1961 is given. The vehicles detailed have a carrying capacity ranging from one to six tons, averaging either 200 or 400 miles per week. S.B.

Letters to the Editor

Competitive Spirit Wanted

HERE in Nigeria, the Big Five, and for that matter the leading Continental vehicle manufacturers, are each served by one main agent.

A few years ago this state of affairs was quite satisfactory, but in recent years the number of vehicles in this country has increased out of all proportion, and some agents find it very hard to cope with after-sales service, though, needless to say, the actual selling is something they continue to deal with in a reasonable manner.

But a stage has now been reached when the Big Five should consider giving agencies to additional companies, so that the competitive spirit comes into the picture to the benefit of the customer. The existing agents offer a service which is sometimes good, bad or indifferent, but the customer has no alternative but to accept the grade of service offered by his particular agent, for there is no alternative agent to whom he can turn.

A company here which operates a small fleet of lorries are completely dissatisfied with the service they are given by the sole agents. In the U.K. they would merely turn to another agent for after-sales service. This they cannot do in Nigeria

and it is their intention not to buy any more lorries from the manufacturer concerned, but to replace them over the next two years from a completely new source. The manufacturer, who is going to lose what has been regular repeat business from this company, has only himself to blame, having created a rod for his own back by not setting up an alternative agent in a market that is expanding rapidly and which could so easily cope with this addition.

The Big Five might do well to consider that the time is ripe to give the paying customer some of the after-sales service which at present he only reads about in advertisements, and which is at a far from satisfactory level in Nigeria. When the agents are facing some direct competition for a change, from another company marketing the same vehicles, then there might be an end to the sort of situation which sees a store counter clerk scrutinizing an order for a simple part, only to utter the curt and oft-heard words "No stock," thus necessitating a long and often futile search of the local market and where, even if successful, a much higher price will have to be paid for the part in question.

Lagos, Nigeria.

"SUFFERER."

How to Write Off £112.7m.

A Special Correspondent Looks at the B.T.C. Report and Accounts

IN 1960, British Road Services earned £3m. more than in 1959, but their net receipts were little more than half those of the previous year, because working expenses rose by over £4½m. This is the verdict of the British Transport Commission's annual report and accounts for the year ended December 31, last. The Tilling and Scottish bus companies returned a net surplus of £6.5m., which was £0.1m. lower than last year. London buses earned £5.4m. (£4m. last year).

It was a year in which the Commission as a whole recorded a total deficit of £100.9m. (in 1959 it was £73.8m.). The British Railways deficit was a staggering £112.7m.—easily their "record" year. The working deficit was £67.7m.

The Commission's report more or less shrugs it off, however. A summary of the accounts circulated to the Press, is smugly headed "Transport Commission Deficit as Forecast." The report itself writes off the railways' mammoth red entry thuswise: "The benefits achieved from technical modernization, though well up to expectations, have thus been masked and heavily outweighed by the decline in heavy traffics coupled with the trends in wages and the weaknesses of the freight market."

The Commission still stand firmly by their modernization plan and also say: "We remain convinced that British Railways should achieve an operating surplus within a few years."

"Whatever the new forms of structure introduced into the nationalized transport undertakings in future," says the report, "the fundamental problem will remain of reconciling the growth and freedom of private transport with the need to preserve public services which are healthy and efficient."

So much for the railways and their eternal promises of "jam tomorrow." The fact that they lost an extra £25.7m. (the difference between this year's working deficit and that of 1959) apparently does not matter.

BRITISH ROAD SERVICES carried their highest tonnage (17.4m. tons) since the halcyon days of 1955 and earlier. They operated fewer vehicle miles (294.7m., compared with 296.1m. in 1959), and consumed more derv (25.9m. gals., compared with 24.9m. last year) but less petrol (1.6m. gals., compared with 2.7m. gals. in 1959).

The fuel consumption follows the pattern of fleet changes. At the start of 1960 B.R.S. had 13,226 diesel-engined vehicles and 2,685 petrol-powered ones. By the end of the year the totals were 14,236 and 1,948. This represented an overall increase of 273 vehicles and articulated units during the year. The number of additional trailers rose from 5,781 to 6,422. Total tonnage capacity rose from 192,924 to 203,179.

Gross receipts increased by £3m. to £55.5m., mostly through increased general haulage work. Working expenses rose to £53.8m. (£49.5m. last year) mainly because of the effect of wage awards and an extra £1.5m. which had to be paid for hiring and sub-contracting. It is said that higher working costs arose also from increased vehicle mileage, whereas the statistics, as quoted just now, say otherwise.

Regular parcels and general traffic, say B.R.S., was lost to competitors because of the strike over the 30 m.p.h. speed limit, and recovery was difficult. "Previous rate levels were depressed," admits their report. Even the rates rise in private enterprise haulage last November, so far as general haulage was concerned, was "gradual and selective." All in all, one gets the feeling that B.R.S. would like to put a lot more rates up. But then, no doubt, so would everybody—if they could!

Over 900,000 tons of coal were sub-contracted by B.R.S. to private hauliers in 1960; the operation continued this year. One unusual sidelight—B.R.S. carried a greater proportion of its 1960 tonnage for local delivery than hitherto. This was "less remunerative," the report wryly points out. Proof of B.R.S. alertness—over £½m. was spent in 1960 on vehicles and equipment to meet the special requirements of customers.

A parcels pointer—roughly 80 per cent of the total parcels tonnage passing over 250 miles was trunked by rail in containers. B.R.S. (Contracts), Ltd., added 230 vehicles to their fleet. These were the net receipts of the individual companies:

British Road Services, Ltd., £397,012; B.R.S. (Contracts), Ltd., £428,005; B.R.S. (Parcels), Ltd., £136,533; and B.R.S. (Pickfords), Ltd., £985,714. B.R.S. (Meat Haulage), Ltd., had a net deficit of £166,325.

That, briefly, is the story of how B.R.S. had a net surplus of £1.8m. in 1960, compared with one of £3.2m. a year earlier—and despite earning £3m. more in 1960. Incidentally, should B.R.S. ever come on the market, their fixed assets and goodwill are given (net) as £48,548,011, compared with £47.1m.

The **TILLING AND SCOTTISH BUS GROUPS** had an "as you were year" according to the accountants. It is unsatisfactory to have so many companies, with fluctuating fortunes, lumped thus together, but anyone with enough shillings and plenty of time can go along to Bush House, in London, and carry out his own company-by-company breakdown of the Tilling concerns. The rest can be found in Edinburgh.

Nevertheless, united they had net receipts of £6.5m. which was only £0.1m. below 1959. A measure of the effectiveness of bus companies' economy measures can be gained when, against the £1.5m. rise in working expenses, is placed the £2.2m. increase in the 1960 wage bill. The companies managed to "win back" £0.7m.—a fine effort!

Most of the extra receipts came from the Tilling Group, who grossed £41,165,696, as against £39,965,274 in 1959. The Scottish Group grossed £21,058,456 in 1960, compared with £20,879,176 the previous year. The Tilling Group, at 359.9m. miles, operated 93,000 more service miles than in 1959; empty mileage, at 8,040,000, rose by 128,000. The Scottish Group (177.2m. miles) ran 74,000 fewer in service, but 14,000 more empty (3,919,000). The Tilling increased mileage was largely tours and private hire.

Single-deckers operated by the two groups returned better fuel consumptions (Tilling 0.05, Scottish 0.03 m.p.g.) than in 1959, but double-deckers (Tilling 0.10, Scottish 0.04 m.p.g.) returned worse figures than the previous year. The figures were: single-deck (Tilling) 14.60 (Scottish) 13.11; double-deck (Tilling) 12.32 (Scottish) 10.47.

At the end of 1960 the Tilling and Scottish Groups owned (combined) 14,023 vehicles—33 fewer than in 1959.

LONDON TRANSPORT road services had a good year, contributing £5.4m. (an increase of £1.4m) to the Executive's overall net receipts of £7.9m. In 1960 they earned £56.9m. on their buses, compared with £55.1m. in 1959, £48.6m. in 1958, and £59.3m. in 1957. Those figures are the measure of how strike, staff shortages and private transport have affected London's buses.

Working expenses rose by £0.4m., so that the increased passenger revenue outstripped it, but there was a decline in short distance journeys, which must surely be laid at the door of staff shortages. They started the year with 34,213 platform and 2,727 supervisory staff, recruited 6,787 and 3 respectively, but still ended the year worse off at 33,170 and 2,592. Overall, the Tilling and Scottish companies managed to find slightly more than they lost, ending the year fractionally better, with 38,778 platform and 1,556 supervisory staff.

London Transport's fleet of passenger vehicles available for service was 7,287 at the end of the year, compared with 6,949 at the beginning. In all, the Executive still owns 818 single-deckers, 6,925 double-deckers and 723 trolley buses. Their average fuel consumption decreased by 0.06 m.p.g. during 1960 to 9.15 on central buses, and by 0.04 m.p.g. to 10.27 on the country fleet.

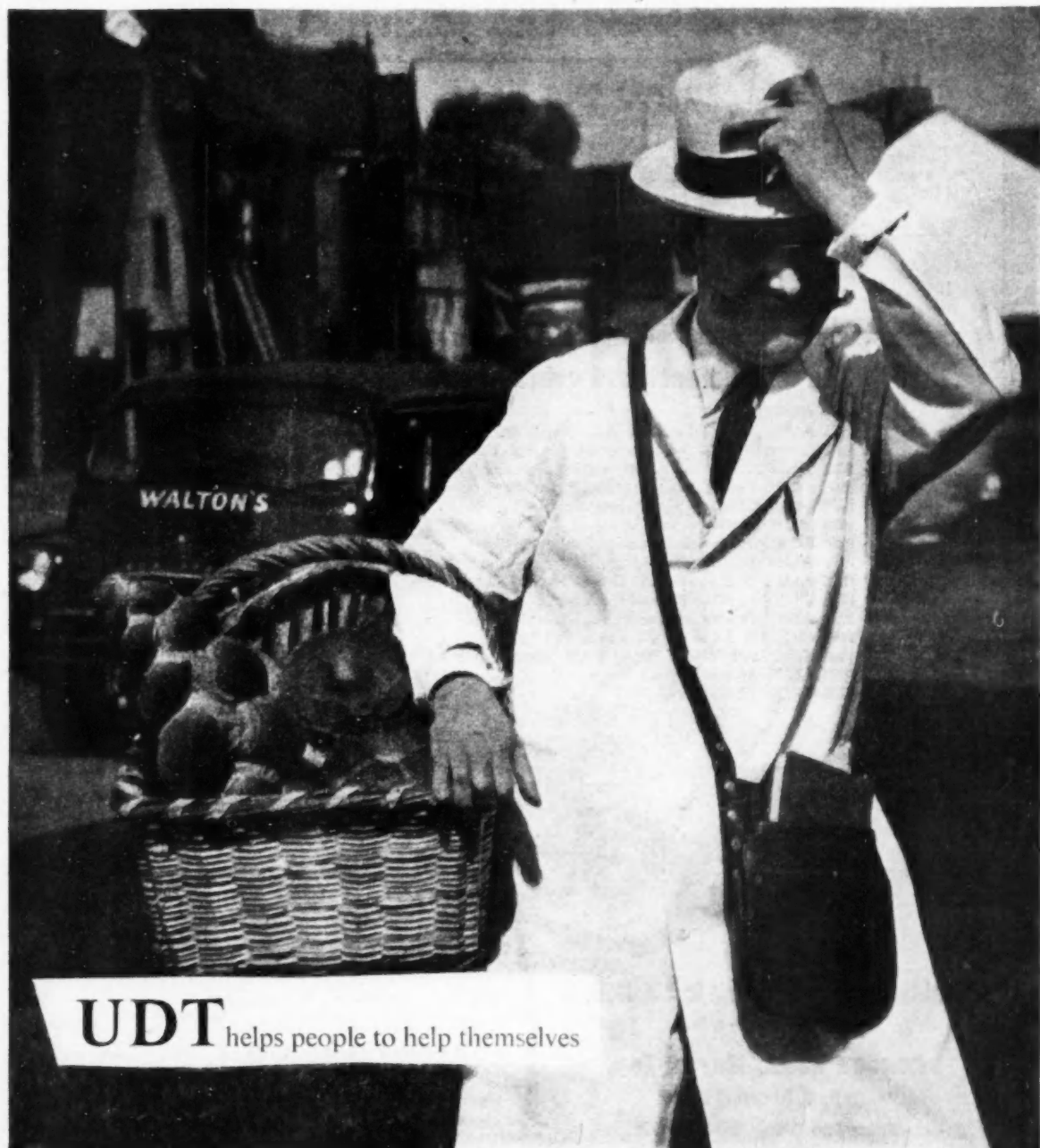
The **RAILWAY COLLECTION AND DELIVERY** fleet, still the largest in the country (34,570 rigid, artics, trailers and semi-trailers with a tonnage capacity of 134,971), carried 7.8 per cent. more freight and 3.9 per cent. more parcels. The totals, respectively, were 1,937,000 tons and 6,829,000 tons. They have only twice owned more vehicles, in 1957 (35,056) and 1958 (34,631).

During the year their working expenses were £22,133,290 compared with £19,611,954 in 1959.

Mr Walton *(crisp, crusty loaves fresh-baked this morning!)* buys another van

Tom Walton needed a new van. Needed it here and now. But he couldn't afford here and now to pay the full price. So what was he to do? He could do one of two things. First—wait till he *could* afford the full cash price—several hundred pounds or so. By which time he might have missed the chance to add much extra business, losing substantial profits. Second—he could buy the van on credit through UDT (which is, in fact, what he did). Of course it meant he

paid a little extra; but that extra was nothing to the extra profits of having the van this year instead of next. And UDT also finance the road tax and insurance, spreading these payments too over the months. By the time he makes the final monthly payment to UDT, Tom Walton expects his van to have paid for itself. Maybe there's no such thing in business as having your cake and eating it—but buying on credit through UDT comes very, very close!



UDT helps people to help themselves

SPECIAL OFFER

GOOD USED COMMERCIAL VEHICLES AT COMPETITIVE PRICES

A selection of our stock of vehicles from 1/4 ton to 10 tons
with 6 months' guarantee

1960 AUSTIN A35 Van, 10,000 miles	£325
1960 BEDFORD 10/12 cwt. Van, 11,000 miles	£375
1958 FORD Thames 15 cwt. Van	£295
1956 MORRIS 3 ton B.M.C. Diesel, Normal Control Box Van	£365
1959 AUSTIN 7 ton B.M.C. Diesel, Long Wheelbase Dropside Truck	£745
1960 AUSTIN A152 30 seater Omnicoach	£595
1958 AUSTIN A152 Calthorpe Cruiser Caravan, 8,000 miles	£525
1958 STANDARD Companion Estate Car	£375
1958 COMMER 5 ton T.S. Diesel, Long Wheelbase Insulated Box Van	£875
1955 AUSTIN 3 ton B.M.C. Diesel, Normal Control Box Van	£345
1957 AUSTIN LD2 1 1/2 ton B.M.C. Diesel Van	£475
1959 COMMER 8 cwt. Van	£335

DEMONSTRATIONS — PART EXCHANGE — HIRE PURCHASE

The undermentioned vehicles are not GUARANTEED

1960 AUSTIN A35 Van	£295
1955 AUSTIN LD2 1 1/2 ton B.M.C. Diesel Van	£265
1952 COMMER 3/4 ton Superpoise Van, approximately 800 cu. ft.	£125
1956 BEDFORD 5 ton Perkins P6 Diesel Pantechnicon approx. 1,000 cu. ft.	£495
1953 FORD Thames 5 ton P6 Diesel Pantechnicon approx. 1,100 cu. ft.	£365
1957 STANDARD 6 cwt. Pick-up Truck	£175
1958 MORRIS Minor Van	£245
1958 FORD Thames 5 cwt. Van	£245
1951 AUSTIN Taxi	£95
1955 AUSTIN 3 ton B.M.C. Diesel, Normal Control Box Van	£245
1959 AUSTIN A152 15 cwt. Omnivan	£295
1957 AUSTIN LD2 1 1/2 ton B.M.C. Diesel Van	£395
1955 MORRIS 3 ton B.M.C. Diesel Box Van	£145
1949 THORNYCROFT Nippy 4 ton Dropside Truck	£55
1958 AUSTIN A40 Pick-up Truck	£225
1955 TROJAN P3 Diesel Van	£175

AUSTIN COMMERCIAL DISTRIBUTORS

The Car Mart ^{SALES Ltd}

FOR LONDON AND ESSEX

Welsh Harp, Edgware Road, N.W.9
Hendon 6500

London Road, Marks Tey,
nr. Colchester

Marks Tey 266/267

BRANCHES THROUGHOUT LONDON

I am interested in the Purchase of.....

and have for Part Exchange

Make.....Model.....

Year.....Type.....

Name.....

Address.....

CLASSIFIED

THE
COMMERCIAL
MOTOR

ADVERTISEMENTS

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GOODS VEHICLES FOR SALE AND WANTED

USED GOODS VEHICLES

A.E.C.

A.E.C. Matador, unregistered, good working order, air brakes, new battery, spare wheel and tyre, winch. Amphill 3255-6. L. W. Voss, Ltd., Amphill. 222-821

A.E.C. Matadors, 4 x 4, air brakes, heavy-duty winch, available as chassis-cabs, with dumper bodies or with crane. **PRAILLS (HEREFORD), LTD.**, Ho'mer Rd., Hereford. Phone 4221. 916-32

A.E.C. 4 x 4, 6 x 6 Matadors, T. E. Cunliffe, 45 20, Northern 0832. 916-57

A.E.C. 7.7, 4 x 4 diesel engine Matador, fitted with power winch and shifting gantry; this vehicle has done less than 5,000 miles since new, accept £1,250. **Victoria Motor Co., Ltd.**, Temple Gate, Bristol, 1. Phone 284222. 916-6189

A.E.C. 1950 Monarch 20-ft. drop-side truck, good condition, £295. E. and J. Davis, Stockwell Rd., Birmingham, 21. Phone, Northern 3934. 916-164

A.E.C., ex-C-licence operator, £195. Edgware 2572. 916-225

1952 A.E.C. Monarch 8-ton long-wheelbase flat, a very superior vehicle, all good tyres, £525 or terms arranged. **HENRY EATON, LTD.**, 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 916-289

TWO 4 x 4 Matadors, one in pieces less cab and engine, one running, rough cabs, £550 the two. J. R. Swanson, Colnbrook 2741, Bucks. 916-169

1950 A.E.C. Monarch long-wheelbase drop-side truck, £145. Latimer 1481. 916-302

1950 4-wheel, 9.6 engine, 20-ft. flat, in very good condition, £350. 4 Carruthers St., Liverpool, 3. Central 2047. 916-187

A.E.C. Wanted

A.E.C. Monarch short wheelbase. Full particulars price Box CM053, care of "The Commercial Motor." 916-709

ALBION

1950 Clydesdale tractor, Tasker coupling, ready for work, but tyres poor, £110 for quick sale. **PETERBOROUGH, LTD.**, Bridge Works, Thorney 371, near Peterborough. 917-0175

1954 8-wheel double-drive **ALBION** HD 57 with 25-ft. platform body, Michelin D20 tyres on rear and 10.00 x 20 on front, engine reconditioned 15,000 miles ago, in exceptionally good condition. 916-187

1952 **ALBION** 20-ton low-loading outfit with winch, etc. knock-out axles, in good order. **CENTRAL GARAGE (UPPINGHAM), LTD.**, Market Place, Uppingham 3296-7-8. 916-83

BROWNHILLS MOTORS SALES.

LEYLAND, ALBION, SCAMMELL. EARLY delivery of new **ALBION** Reiver. SEE our advertisement under Used Goods Vehicles Unclassified.

BROWNHILLS MOTORS SALES.

WATLING STREET (A5), BROWNHILLS, STAFFS. Phone, Brownhills 2307, 2316 and 2392. 916-263

1954 **ALBION** Chieftain double-deck cattle truck, canvas body, £585, or terms arranged. **HENRY EATON, LTD.**, 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 916-283

Used Goods Vehicles (contd.)

1958 **ALBION** Reiver light 6-wheeler truck, Leyland 350 engine, double drive, 22-ft. body, in first-class order, £875.

1956 **ALBION** Chieftain tractor unit, Scammell coupling, 2-speed axle, in excellent order with many extras, £450. **RUSH GREEN MOTORS**, Langley, Hitchin, Herts. 916-338

1955 Chieftain long-wheelbase alloy platform, £350. **1952** Chieftain long-wheelbase platform, £225.

1955 Chieftain long-wheelbase chassis and cab, £325. **1957** Clydesdale long-wheelbase tipper with third axle, £900.

JOHN HUDSON, Domaster Rd., Bawtry, Yorks. Phone, Bawtry 362, 456, 457. 916-324

ALBION Chieftain, July, 1954, light-alloy body, flat platform, in first-class order, regularly serviced, well tired, £400. **C. Hitchcock, Ltd.**, Fingringhoe Mill, Colchester, Essex. 916-5549

1949 **ALBION** 8-wheeler, 24-ft. aluminium body, excellent condition; also choice of three **Albion** 6-wheelers, C. Russell, 155 Millbank St., Northam, Southampton 26590. 916-453

ALBION Chieftain tipper (diesel), late 1956, alloy body, 49 Shipston St., York. Phone 55913. 917-5627

1950 **ALBION** Chieftain van, 18-ft. Luton body, perfect all round, any trial. Phone, Sheffield 53068. 916-470

ATKINSON

THE NIGHTINGALE ENGRG. CO. LTD.
THE LONDON DISTRIBUTORS FOR
ATKINSON.

ALL MODELS, COMPLETE SALES AND SERVICE
AT BALHAM, S.W.12.

Box 2193 (five lines). 222-860

1954 **ATKINSON** 8-wheel double-drive tipper, alloy body with Gardner 6LW engine, in good order throughout. **CENTRAL GARAGE (UPPINGHAM), LTD.**, Market Place, Uppingham. Phone, Uppingham 3296-7-8. 916-83

1957 **ATKINSON** 8-wheeler, 24-ft. platform body, excellent condition throughout and well above average. Contact the main distributors—**SCOTTS OF NOTTINGHAM, LTD.**, Lamhouse Drive, Nottingham. Deer Park 221. 916-158

ATKINSON 6-ton twin-ram hydraulic tipper, 12-cu.-yd. body, 2LW engine, £850 or terms arranged. **ATKINSON** 7-ton short-wheelbase hydraulic tipper, 12-cu.-yd. body, 2LW engine, £295 or terms arranged.

HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 916-291

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Used Goods Vehicles (contd.)

ATKINSON VEHICLES (SCOTLAND), LTD.

CARLISLE ROAD,
AIRDRIE 2881-2-3.

NEW **ATKINSON** tractor, 9.6 A.E.C. 6-speed box, double helical axle, plate fitted, dead man's hand.

NEW **ATKINSON** 8-wheel double drive, chassis and cab, immediate delivery.

1954 **ATKINSON**, 4-wheel, fitted P6.

DISTRIBUTORS FOR

NORTHERN TRAILER CO., LTD.

NEW tandem 27-ft. trailer, 10.00 x 20 tyres.

NEW 14-ton 25-ft. trailer, 10.00 x 20 tyres. 916-531

RYLAND GARAGE, LTD.

1958 **ATKINSON** 8-wheel tipper, 6LW bulk body, automatic greaser.

1959 **ATKINSON** 8-wheel tipper, 6LX bulk body, repaired, ready for work.

1958, October, **ATKINSON** L1786X long wheelbase, 6LX latest cab, automatic greaser.

SEVERAL 1957 **ATKINSON** 8-wheeler flats available.

RYLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham 16. Edgbaston 4501-5. 916-341

1961, January, 8-wheel **ATKINSON** flat platform, 24-ft. drop-side body, 9.00 x 20 tyres, good condition, heavy-duty fibreglass cab, double fuel tanks, heater, blinkers, etc., £4,200. Apply Ross and Sons, Eastfield, Forganedany, Perthshire, Scotland. 917-x5564

ATKINSON, 1958, 8-wheeler, 6LW Gardner engine, 24-ft. drop-side body, 9.00 x 20 tyres, good condition, £1,500. **Atkinson**, 1957, 8-wheeler, 24-ft. drop-side body, A.E.C. engine, air brakes, double drive, good tyres, £900. **Atkinson**, 1949, six wheeler, 6LW Gardner engine, double drive, very good runner, £375. **Rhodes, Cardale Garage**, 269 Carlton Rd., Nottingham S2034. 916-x5570

AUSTIN

AUSTIN 2-ton diesel, new and used.

1955 **AUSTIN** 5-ton petrol, reconditioned engine, 17-ft. wheelbase, flat body, £175.

NORTHERN MOTOR SALES, Brinsworth, Rotherham. Phone 77761. 916-6211

AUSTIN 10-cwt. van, 1955 (November), grey, unwritten, £195. **Keen, Macaulay** 3373. 916-187

1958 **AUSTIN** 5-ton forward-control boxvan, shutter, petrol, taxed, carefully used, perfect condition, £595. **Keen, Macaulay** 3373. 916-188

AUSTIN 1956 diesel 3-4-ton drop-side truck, one owner, runs very well, sound body and cab, bargain, £195. **W.E.M. Motors**, 506-508 Kingston Rd., S.W.20. Phone, Malden 5342. 916-197

DAWNIER MOTORS, LTD.

EWELL, BY-PASS, SURREY.
Phone, Ewell 2382.

NEW **AUSTIN** 10-cwt. drop-side truck, immediate delivery.

NEW **AUSTIN** 19-cwt. Omnivan, immediate delivery.

1960 **AUSTIN** 15-cwt. van, heater, £325.

1956 **AUSTIN** 3-ton diesel, drop-side truck, £275. 916-424

1955 **AUSTIN** B.M.C. diesel, 1.2-ton-cu.-ft. Luton walk-in lorry, £195. Edgware 2557. 916-186

Used Goods Vehicles (contd.)

MARSTON MOTOR CO. LTD.
SEVEN SISTERS ROAD,
TOTTENHAM, LONDON, N.15.
Phone, Stamford Hill 8000.
MAIN RETAIL DEALERS FOR
AUSTIN COMMERCIAL VEHICLES
AND SOLE DISTRIBUTORS FOR
THORNycROFT COMMERCIAL VEHICLES
FOR LONDON AND HOME COUNTIES NORTH
OF THE THAMES.
OFFER FROM STOCK
NEW LUTON VANS
FOR IMMEDIATE DELIVERY.

NEW AUSTIN new-type 30-cwt. diesel 500-cu.-ft. Luton van in primer.
NEW AUSTIN 5-ton 1,700-cu.-ft. diesel Luton van.
NEW AUSTIN 3-ton 1,325-cu.-ft. Luton van.
NEW AUSTIN 3-ton normal-control diesel drop-side truck.
NEW AUSTIN Omnivan with hinged cab doors and side-loading door, in primer.
AUSTIN 3-ton forward-control 1,500-cu.-ft. Luton van, body rebuilt and in primer. £595.
916-219

1956 AUSTIN long-wheelbase tipper, B.M.C. diesel engine, new tyres, £295.
1955 AUSTIN 5-ton truck, P6 diesel, good condition. £195. Edgware 2572.

BEDFORD

HAMILTON MOTORS (LONDON), LTD.
THE MAIN BEDFORD DEALERS.

WE always have a comprehensive stock of the first-class Quality Tested and other BEDFORDS for your inspection.
MAKE sure you inspect these before you make your purchase. A sample of our stock is as follows:—
NEW BEDFORDS for immediate delivery.
CA Vans, all types and conversions.
4-TON chassis-cab and trucks.
5-TON truck.
7-TON, all models.

1956 BEDFORD 25-cwt. Spurling van, blue, £325.
1953 BEDFORD 2.3-ton drop-side truck, maroon £195.
1954 BEDFORD 5-ton drop-side tippers, £365.
1953 BEDFORD 5-ton tipper, £195.
1956 BEDFORD 5-ton diesel truck, £425.
1957 BEDFORD 6-ton diesel truck, £625.
1956 BEDFORD 7-ton R6 diesel tipper, long wheelbase, £625.
1952 BEDFORD 7-ton, alloy platform, Comet engine, £345.
1955 BEDFORD 7-ton R6 truck, blue, £255.
1956 BEDFORD 8-ton tractor, Tasker, £150.

OUR showrooms are open until 6.30 p.m. daily and 5 p.m. Saturdays.
PLEASE note address of our additional premises:—
252 BELSIZE RD., N.W.6. Mai 0712.

HAMILTON MOTORS (LONDON), LTD.
466-490 EDGWARE ROAD,
LONDON, W.2.
AMBASSADOR 7211. PADDINGTON 0022-8.
916-214

ORMSKIRK MOTORS, LTD.

MAIN VAUXHALL, BEDFORD DEALERS.

NEW BEDFORD 7-ton J model tipper, standard Bedford body, 2-speed axle, 9.00 x 20 tyres.
NEW BEDFORD 7-ton TK tipper, 5-speed gearbox, diesel engine.
NEW BEDFORD 4-ton TK with Luton van body in aluminium, diesel engine.
NEW 7-ton TK BEDFORD chassis-cab, 167-in. wheelbase, 2-speed axle, 9.00 x 20 tyres.

QUALITY USED BEDFORDS.

1958 BEDFORD 6-wheeler with Boys trailing axle, 21-ft. platform, Leyland diesel engine, one owner, 9.00 x 20 tyres, aluminium body with wood floor, £975.
1958 BEDFORD tractor unit, 300-cu.-in. diesel engine, 2-speed axle, in good condition throughout, £450.
1956 BEDFORD tractor unit, P6 engine, Scammell coupling, good condition, offers required for financial company.
1956 BEDFORD 5-ton, P6 diesel, flat platform, one owner only, recently repainted, £275.
1953 BEDFORD 5-ton A model, good condition throughout, £250.
1951 BEDFORD 5-ton long-wheelbase twin-ram tipper, very clean condition for year, £175.
1950 BEDFORD 5-ton platform vehicle, P6 diesel, very clean for year, £225.

COUNTY ROAD.

ORMSKIRK.

Phone, Ormskirk 2551-2-3. 916-269

Used Goods Vehicles (contd.)

CARMO OF LONDON.

BEDFORD TO THE BACKBONE.

EARLY DELIVERY ALL NEW BEDFORDS.
1958, December, BEDFORD 35-cwt. truck.
1956 BEDFORD 3-ton P4 diesel truck.
1960 BEDFORD 7-ton 5 type, diesel, 2-speed axle.
1956 BEDFORD 5-ton tipper.

LARGE SELECTION OF CA VANS,
FROM £100.

OTHER MAKES AND MODELS ALWAYS AVAILABLE.

BACKED BY UNEQUALLED SERVICE AND SPARES FACILITIES.

BEDFORD RECONDITIONED ENGINES FROM STOCK.

NEW TK MODEL AVAILABLE FOR DEMONSTRATION.

WRITE, PHONE OR VISIT.

THE BEDFORD CENTRE.

LIGHTHOUSE ROAD.

LONDON, N.W.5.

Gulliver 5555.

916-179

CAPITAL MOTOR CO., LTD.

REMINGTON STREET.

CITY ROAD, LONDON, N.1.

Phone, Clerkenwell 7456.

BEDFORD MAIN DEALERS

NEW BEDFORD 15-cwt. 90-in. wheelbase diesel van, ex-stock.
NEW BEDFORD 15-cwt. 102-in. wheelbase and 90-in. wheelbase petrol vans, immediate delivery.
NEW BEDFORDS 8-ton tractor unit, immediate delivery.
NEW BEDFORD 4-ton TK drop-side truck, immediate delivery.
NEW BEDFORD 3-ton normal-control 143-in.-wheelbase diesel drop-side truck, immediate delivery.
NEW BEDFORD 7-ton forward-control 126-in.-wheelbase standard tipper, 2-speed axle, 9.00 x 20 tyres, early delivery.

1957-59 BEDFORD CA vans, good condition, from £150.
1956 BEDFORD 4-ton diesel drop-side truck, one owner, £275.

1959 BEDFORD 35-cwt. diesel drop-side truck, with tilt, in good condition, £445.

FOR immediate delivery of the above new BEDFORDS.

PLEASE phone, Clerkenwell 7456.

CAPITAL MOTOR CO., LTD., Remington St., City Rd., London, N.1. 916-355

COLONIAL MOTORS (SOUTHEND), LTD.

OFFICIAL BEDFORD DEALERS.

NEW BEDFORD 25-cwt. drop-side truck, painted cream.
NEW BEDFORD Kenex 4-birth caravan, £903.

NEW BEDFORD 15-cwt. vans and 12-seaters, choice of six.

NEW BEDFORD 5-ton TK drop-side truck.

NEW BEDFORD 7-ton TK drop-side truck, 9.00 x 20 tyres, 2-speed axle.

COLONIAL MOTORS (SOUTHEND), LTD.

HADLEIGH, ESSEX.

Phone 57275-6 (10 lines).

916-441

1958 BEDFORD long-wheelbase diesel 7-cu.-yd. steel Anthony tipper, £650. Clarke Bros. Services, Ltd., Crawthorne Rd., Peterborough. Phone, Peterborough 3556. 916-304

TWO 1959 BEDFORD 6-ton forward-control long wheelbase chassis-cabs, 300-cu.-in. diesel, fitted side tipping cage with side door, 15 ft. 6 in. by 7 ft. 3 in. x 5 ft. 10 in. Inspection and offers Thomas Allen, Ltd., 58-84 Hermitage Wall, E.1. 916-x5568

1959 BEDFORD 6-wheeler, York conversion, 300 diesel, 2-speed axle, platform body, immaculate, one owner, 47,000 miles, £950.

SELLERS AND BATHY (SALES), LTD., Fengate, Peterborough. Phone, Peterborough 67048. 916-75

CORBETT BROS.

BEDFORD DEALERS.

WEARHEAD 278.

B.P. AUCKLAND.

NEW 7-ton BEDFORD long-wheelbase chassis-cab, Leyland engine.

1959 7-ton BEDFORD diesel long-wheelbase twin ram tipper, steel body, new tyres, 2-speed axle, £795.

NOVEMBER 1958, choice of two, 7-ton BEDFORD diesel long-wheelbase under-ram tippers, owner-driven, 2-speed axle, £725.

1954-55-56 BEDFORD A models, choice of three, long-wheelbase tippers, from £100.

7-ton BEDFORD forward-control short-wheelbase tipper, Leyland engine.

1956 STANDARD 6-cwt. van, new tyres, reconditioned engine, £195.

HIRE-PURCHASE and part-exchange.

916-14

Used Goods Vehicles (contd.)

LAWSON PIGOTT MOTORS, LTD.

MAIN BEDFORD DEALERS.

BEDFORDS ARE OUR BUSINESS.

WE specialize in all types of bodywork, composite or alloy. Favourable delivery quotations sent on request.

NEW BEDFORDS for immediate delivery.

NEW BEDFORD 1,200-cu.-ft. pantechinons, composite bodies with rear low-loading well, walk-in tailboard, half-doors, 4-ft. 6-in. Luton mounted on 5-ton normal-control diesel chassis-cab, price £1,495 each in primer finish.

NEW BEDFORD 4-ton normal-control chassis-cab, diesel.

NEW BEDFORD TK 7-ton short-wheelbase chassis-cab, diesel.

NEW BEDFORD TK 7½-ton short-wheelbase tipper.

NEW BEDFORD TK 7½-ton long-wheelbase chassis-cab.

NEW BEDFORD 12-ton tractor unit, diesel.

NEW BEDFORD 10-12- and 15-cwt. short- and long-wheelbase vans.

NEW BEDFORD 12-seater conversions, most models available.

1958 BEDFORD 7-ton diesel truck, 2-speed axle, 19-ft. body, £695.

PART-EXCHANGE? Certainly! Hire-purchase terms.

SALES STAFF IN ATTENDANCE UNTIL 5 P.M. SATURDAYS.

PHONE, BARNET 1066.

186 EAST BARNET ROAD,

NEW BARNET.

10 KING STREET, HAMMERSMITH,

LONDON, W.6.

PHONE, RIVERSIDE 4111.

916-179

E. BIRCH AND SONS, LTD.

WALSALL STREET, WOLVERHAMPTON.

FOR SALE DUE TO CLOSING OF BUSINESS.

BEDFORD 7-ton petrol, 17-ft. platform, 15,800 miles, registered July, 1959, £510.

BEDFORD 5-ton petrol, 18-ft. platform, 33,500 miles, registered 1957, £305.

BEDFORD 5-ton petrol, long-wheelbase platform, registered January, 1952, £50.

APPLY W. Vincent Vale and Co., accountants, 16 Waterloo St., Wolverhampton. Phone, Wolverhampton 27496. 917-6215

1959 Registered ex-W.D. BEDFORD, petrol engine, 1,000 cu. ft. Luton van, aluminium body.

1956 BEDFORD 10-12-cwt. milk float.

1954 BEDFORD A-type, reconditioned petrol engine, articulated unit, Tasker coupling, angle- or twin-wheel platform trailers, very clean renovated vehicle.

TWO GATES GARAGE, LTD., Oxford Rd., Ryton-on-Dunsmore. Phone, Toll Bar 3361. 916-362

BEDFORD long-wheelbase drop-sided 6-ton, 1950, 1955, £100-£150, offers, must be sold. Cannon Garage, Tipton 2188. 916-87

1959 Registered ex-W.D. BEDFORD, petrol engine, 1,000 cu. ft. Luton van, aluminium body.

1956 BEDFORD 10-12-cwt. milk float.

1954 BEDFORD A-type, reconditioned petrol engine, articulated unit, Tasker coupling, angle- or twin-wheel platform trailers, very clean renovated vehicle.

TWO GATES GARAGE, LTD., Oxford Rd., Ryton-on-Dunsmore. Phone, Toll Bar 3361. 916-362

BEDFORD long-wheelbase drop-sided 6-ton, 1950, 1955, £100-£150, offers, must be sold. Cannon Garage, Tipton 2188. 916-87

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1956 BEDFORD 10-12-cwt. milk float.

1954 BEDFORD A-type, reconditioned petrol engine, articulated unit, Tasker coupling, angle- or twin-wheel platform trailers, very clean renovated vehicle.

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1954 BEDFORD A-type, reconditioned petrol engine, articulated unit, Tasker coupling, angle- or twin-wheel platform trailers, very clean renovated vehicle.

TWO GATES GARAGE, LTD., Oxford Rd., Ryton-on-Dunsmore. Phone, Toll Bar 3361. 916-362

BEDFORD long-wheelbase drop-sided 6-ton, 1950, 1955, £100-£150, offers, must be sold. Cannon Garage, Tipton 2188. 916-87

1959 Registered ex-W.D. BEDFORD, petrol engine, 1,000 cu. ft. Luton van, aluminium body.

1956 BEDFORD 10-12-cwt. milk float.

1954 BEDFORD A-type, reconditioned petrol engine, articulated unit, Tasker coupling, angle- or twin-wheel platform trailers, very clean renovated vehicle.

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TWO GATES GARAGE, LTD., Oxford Rd., Ryton-on-Dunsmore. Phone, Toll Bar 3361. 916-362

Used Goods Vehicles (contd.)

HUNTER VEHICLES, LTD.
CROWN WORKS,
290 SOUTHURBY ROAD,
ENFIELD.
1954 BEDFORD 35-cwt. truck, petrol, excellent condition.
1954 BEDFORD 25-cwt. van, petrol, one owner.
1955 BEDFORD 35-cwt. van, petrol, one owner.
1956 BEDFORD 35-cwt. van, petrol, one owner.
1956 BEDFORD 5-ton boxvan, 850 cu. ft. diesel, 2-way loader, one owner.
IMMEDIATE DELIVERY.
HIKE-PURCHASE TERMS ARRANGED.
HOWARD 4184. 916-144

1956 BEDFORD 5-ton A-type platform, P6 diesel, painted primer, £395. Arnold 7771. 916-130
1956 BEDFORD 5-ton tractor unit, Scammell hitch, good condition, £415. Arnold 7771. 916-132
1957 BEDFORD 5-ton long-wheelbase truck, one owner, £295.
258 WATFORD WAY, Hendon, N.W.4. Sunnyhill 0071. 916-191

GET THAT COMMERCIAL FROM G.T.C. COMMERCIALS, LTD.

800 CU.-FT. 1956 BEDFORD Luton 3-ton walk-in tailboard, low-loading well, unladen weight 2 tons 13 cwt., superb condition for the year, £395.
1960 BEDFORD 3-4-ton long-wheelbase drop-side truck, 5,000 miles only, as new, £595.
1960 BEDFORD J model, medium-wheelbase tipper, steel body, 9'6" x 20' tyres, immaculate condition, £825.
1959, October, BEDFORD 30-cwt. drop-side truck, wooden coach-built body, 9,000 miles only, £475.
1959 BEDFORD 5-ton long-wheelbase drop-side truck, re-conditioned engine just fitted, one C-licence owner, £485.
1957 BEDFORD 7-ton long-wheelbase drop-side truck, one C-licence owner, very clean, £260.
1955 BEDFORD 5-ton long-wheelbase drop-side tipper, twin-ram gear, reconditioned engine just fitted, wooden body, one owner, £240.
1954 BEDFORD Scammell 8-ton unit, reconditioned engine recently fitted, £110.
1954 BEDFORD diesel 5-ton long-wheelbase drop-side truck, one C-licence owner, £255.
1954 BEDFORD Scammell 10-ton unit and 21-ft. trailer, £225.
1954 BEDFORD 5-ton diesel truck, Balco extension 17-ft. body, £175.
28 ROW RD., London, E.3. Advance 5242-5. 130 yd from Row Rd. Tube Station. 916-212

BEDFORD 5-ton alloy body boxvan, 700 cu. ft., 1955, 9 ex C-licence user, £245.
BEDFORD 4-ton J Model, 200 diesel engine, low mileage, Balco extension chassis, 21-ft. body with extended machine for front bulky loads, 1959 (August).
D. D. EASTWOOD (COMMERCIALS), 27 Aston Rd. North, Birmingham. 6. Phone, Ast 3467. 916-149

WILCH'S GARAGE (STAPLEFORD), LTD. NEW BEDFORDS.

7-TON long-wheelbase J6 normal-control 2-speed axle.
15-CWT long-wheelbase builder's pick-up.
12-TON tractor unit, Scammell coupling.
7-TON extra long truck, TK.
SECOND-HAND.

BEDFORD 5-type 10-ton tractor, Scammell coupling, completely rebuilt 1958 and fitted B.M.C. diesel, several condition very good, £295.
BEDFORD 5-type 1-ton, 300 diesel, 17-ft. Bonalack alloy body, well tired, straight and clean, £528.
MAUDSLAY 8-wheeler, A.E.C. 9.6 engine, bulk tipper, 22-ft. light steel fixed-side body with Pilot under-floor tipper, body and tipper had very little use, A.E.C. engine in very good order, tyres only fair, £775.
BEDFORD 8-ton A-type tractor with P6 engine, small B mileage since replacement engine fitted, coupled to Scammell 20-ft. trailer, £320.

LONDON ROAD, STAPLEFORD, CAMBS.
Phone, Sheffield 3017. 916-532

1955 BEDFORD 10-ton tractor unit, fitted with B.M.C. diesel engine, 8.25 x 20 tyre equipment, fifth-wheel coupling, 24-ft. Brockhouse trailer, 9,000 x 20 tyre equipment, complete units, in good condition, £675. Barnards, of Stowmarket. Phone 621 five lines. 916-227

1947 BEDFORD 5-ton long-wheelbase truck, Bedford diesel engine, £395. Edwate 2572. 916-227

1950 BEDFORD B.T.C. articulated platform vehicle, Perkins P6 engine, good condition, £295. Mansfield Autos, Ltd., High Rd., Broxbourne, Herts. Hoddeston 4567. 916-230

LATE 1959 BEDFORD 7-ton diesel in immaculate condition, C-licence owner, 6660. Pease Garage, Sheffield. Phone 24/39 and 399529. 916-230

1958 BEDFORD 10-12-cwt., in exceptionally good condition throughout, choice of three from £225. Cavendish Motor, Cavendish Rd., N.W.6. Willesden 0046-8. 916-387

Used Goods Vehicles (contd.)

E. J. BAKER AND CO. (IDRINKING), LTD.
BEDFORD
MAIN DEALERS.
1960 BEDFORD short-wheelbase steel-body diesel tipper, £595.
1959 BEDFORD tippers for sale, a fleet of 10 Model J55 (current type normal control) with 300 cu. ft. Bedford diesel engines, fitted with Anthony underfloor gears and 6-cu.-yd. Always Welding heavy-duty steel bodies, cab guards, 3/16-plate floors, fixed and dropped sides, 9,000 x 20 tyre equipment, average mileage 45,000, ready for work, £775.
55-61 LONDON STREET, CHERTSEY.
Chertsey 2391. 916-460

BEDFORD CA vans, conversions and trucks, also other makes, good selection. City Motors, Ltd., Botley Rd., Oxford. Phone 48024. 916-443

1959 4-cylinder diesel, 35-cwt. boxvan, separate cab, heater, flashers, etc., 27,000 miles, immaculate condition, £525. Phone, Cop 4777 or 4713. 916-463

1958, October, BEDFORD 7-ton long-wheelbase drop-side truck, 2-speed axle, Bedford 300 diesel engine, £595.
1954 BEDFORD diesel 7-ton chassis and cab, £175.

1958 BEDFORD 6-ton long-wheelbase platform lorry, Bedford 300 diesel engine, £495.
1958 BEDFORD 7-ton tipper, steel U body, £475.

1956-57 BEDFORD 7-ton long-wheelbase drop-side truck, several at £150 each.
1954 BEDFORD 7-ton long-wheelbase tipper, Meadows diesel engine, £225.

CONFIDENTIAL hire-purchase terms arranged.
HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 916-287

1958 BEDFORD (petrol) 5-ton forward-control platform trucks (two), from £450.

NEW BEDFORD TK TIPPERS.
120-IN AND 151-IN. WHEELBASE.
AVAILABLE FOR IMMEDIATE DELIVERY.
BARTON MOTORS (PRESTON), LTD.
PRESTON.
Preston 4604. 916-299

BEDFORD-SCAMMELL tractor unit with boxvan trailer.

1955 BEDFORD 8-ton tractor unit with Perkins P6 diesel engine and Scammell coupling rear with Scammell 20-ft. trailer, fitted with boxvan body, interior dimensions, length 19 ft. 8 in., width 6 ft. 10 in., height 8 ft., doors on both sides of rear, door measurements rear width 6 ft. 10 in., height 6 ft. 3 in., side doors width 7 ft. 10 in., height 6 ft. 3 in., overall length of unit and trailer 31 ft. 6 in., complete equipment in tip-top condition, offered at the bargain price of £550.

SALES AND SERVICE CO., LTD., 177-205 S.M.T., Finnieston St., Glasgow, C.3. Douglas 2440. 916-372

1956, November, 8-10-ton BEDFORD diesel tractor unit, one C-licence owner, new P6 engine, tyres as new, Scammell coupling, immaculate machine, price £345.

M.S.B., 407 Stockport Rd., Longsight, Manchester. Phone, Ardwick 3544. 916-281

Bedford Wanted

BEDFORDS ALL TYPES WANTED.
BEDFORDS WANTED FOR CASH.

CHANDLERS MOTORS, LTD.
71 GREENWICH SOUTH STREET, LONDON, S.E.1.
Greenwich 2033-4. 222-894

BEDFORDS wanted.

BEDFORDS wanted.

BEDFORDS wanted!

WE want BEDFORDS! Trucks, tippers, vans, Lutons, etc. G.T.C. Commercial, Ltd., 2 Addington Rd., Bow Rd., E.3. Advance 5242-3. 222-734

BEDFORD 12-15-cwt. vans and utilities wanted.

DICKS CAR SALES, LTD., Exeter Rd., London, N.W.2. Gladstone 7175. 916-374

ONE complete cab for 1955 5-type BEDFORD. Owen, "Gwynfryn", Trevor, Cernarvon. Phone, Clynoglaw 250. 916-x5578

B.M.C.

B.M.C., 1960, long-wheelbase 7-ton drop-side, new, £975. Below.

B.M.C., 1960, 7-ton 11-ft. 6-in. fixed-side steel body, Telehoist rear, excellent machine, £955.

D. D. EASTWOOD (COMMERCIALS), 27 Aston Rd. North, Birmingham. 6. Phone, Ast 3467. 916-150

1960 B.M.C. articulated unit, diesel, fitted Eaton two Scammell 20-ft. 11-ton trailers, complete outfit as new, low mileage. Box CM1615, care of "The Commercial Motor". 916-x5575

Used Goods Vehicles (contd.)

WHIPPLES, LTD.
GRANTHAM.
Phone 267-8.
AFTER HOURS 1699 OR 1453.

1959 B.M.C. MORRIS 7-ton diesel truck, £595.
1955 B.M.C. AUSTIN 5-ton diesel truck, £175.

COMPARE these prices. 916-209

COMMER

1957 TSI COMMER long-wheelbase tipper, £475. Longley Mill Commercial Vehicles, Ltd., Longley Mill 2523, Notts. 916-4

ANCHOR MOTORS, LTD.
CHESTER 22622.

NEW COMMERS IN STOCK.

NEW COMMER 10-ton Unipower, 6 wheel, diesel.
NEW COMMER 4-, 5-, 6- and 7-ton, diesel.
NEW COMMER 4-ton vans, 12-seater light bus.

12-SEATER p.a.s. bus, petrol or diesel.
COBS and Express Delivery vans.

1960 12-seater light bus, Wickham blue, diesel engine, one owner, in perfect body and mechanical condition.

ANCHOR MOTORS, LTD.
VICTORIA ROAD, CHESTER. 916-106

1960 15-cwt. forward-control van, petrol, two sliding doors, Wickham blue, very clean, £385. Brew Bros. Fremantle 3315. 916-190

1960, October, TSI COMMER 7-ton forward-control tipper, 9,000-20 tyres, 5-speed gearbox, Eaton 2-speed rear axle, Anthony 5.7 gear and 8-cu.-yd. body with cab guard, 9,400 miles only, cost £2,215, will accept £1,625.
CARRIS MOTORS, LTD., London, S.E.13. Phone, Lee Green 8585. 916-185

COMMER 7-ton medium-wheelbase drop-side tipper, petrol, 1954, very tidy, £145.
COMMER, 1954, 3-ton truck, reconditioned engine, £150.

D. D. EASTWOOD (COMMERCIALS), 27 Aston Rd. North, Birmingham. 6. Phone, Ast 3467. 916-151

1956 COMMER TSI tipper, 5-ton, £425. Phone, Cheadle 5185. 916-234

1960 COMMER TSI diesel 7-ton short-wheelbase tipper, wooden drop-side body, 32,000 miles, £800. Advance 6495. 916-211

1950 COMMER 30-cwt. with an all-alloy insulated meat body, £75. Edwate 2555. 916-350

1955 COMMER TSI long-wheelbase, unladen weight 3,110 lb., platform truck, good tyres, 9,000 x 20, good condition, £375. Mr. Wilson, Jun., Trafford Park 3606-7, afterwards. 917-6216

1959 COMMER TSI artic. unit and Hands 25-ft. 10-12-ton trailer, in excellent order.
1958 COMMER TSI 7-ton long-wheelbase drop-side lorry, 18-ft. body, in excellent order, £550, choice of three.

TERMS and exchanges.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 916-331

1960 5-ton COMMER diesel van, colour grey, unwritten, mileage 16,000, in first-class order, throughout, price £475.
CHURCH STREET GARAGE, Church St., Luton. Beds. Phone, Luton 2435-6. 916-353

NEW COMMER York 6-wheel alloy 22-cu.-yd. tipper for grain or coal.
COMMER Unipower 6-wheel 22-ft. platform, low mileage, £1,450.

1960 COMMER short-wheelbase 6-yd. tipper, excellent, £1,050.
1957 COMMER 18-ft. drop-side, one owner, £495.

1957 COMMER Superpole P6 16-ft. drop-side, latest shape, £345.
1958 COMMER 15-cwt. normal-control personnel carrier, 14,000 miles, £375.

1959 COMMER 8-cwt. EDV, estate car fittings, £335.
LOWEST H.P. Open Sunday mornings. Exchanges.

JOHN JORDAN, Official Routes Agents, Manor Garage, Great North Rd., Sandy, Beds. Phone 271. 916-578

1959 COMMER 6D 6-ton truck, one owner, reconditioned, C305 underfloor engine fitted, really superb condition, excellent tyres, £695. A. H. Motors, Canterbury Rd., Kilburn, London, N.W.6. Phone, Maids Vale 4787. 916-575

Commer Wanted

30-CWT. forward-control diesel van, low mileage, good condition essential. Details to Harding's Dye Works, Ltd., Acce Rd., Kingston, Kin 1030. 916-255

DODGE

1959, July, DODGE 8-tonner, 20-ft. platform, excellent, Leyland engine, power steering, air brakes, new 9,000 x 20, £450.

1956 DODGE 8-ton 18-ft. platform. Type 146R6, new 9,000 x 20, £450.

LOWEST H.P. arranged; exchanges. Open Sunday mornings.
JOHN JORDAN, Official Routes Agents, Manor Garage, Great North Rd., Sandy, Beds. Phone 271. 916-578

Used Goods Vehicles (contd.)

DODGE DISTRIBUTORS
for
GLOUCESTER, HEREFORDSHIRE,
WILTSHIRE.
H. R. WILSON-SCOTT, LTD.
MONK MEADOW, GLOUCESTER.
Phone, Gloucester 24447-8.
ALWAYS NEW MODELS AND USED VEHICLES IN
STOCK.
PART-EXCHANGES WELCOMED.

1955 Kew DODGE drop-side with Perkins P4 engine,
£115 45 Mansfield Rd. Alfreton, Derby.
916-91

BARGAIN! Must be cleared at once, 1957 DODGE
8-cu.-yd. tipper, R6 engine, 2-speed Eaton axle,
reconditioned tipper gear, engine and body, excellent
condition, £495. Demonstrations arranged. Locomotors,
Ltd., 392-8 Moseley Rd., Birmingham, 12. Phone,
Calthorpe 0531. 916-66

DODGE 1955 7-ton model 146AR6 18-ft. 6-in. drop-
side lorry, modified engine, 2-speed axle, £350.
ROWBERRY'S GARAGE, Oxhill Rd., Handsworth,
Birmingham, Northern 3539. 916-154

MAIN DODGE DISTRIBUTORS.
FERRARIS OF CRICKLEWOOD, LTD.
200-220 CRICKLEWOOD BROADWAY,
N.W.2.
Gladstone 2234-5-6-7.

ALL models from stock or early delivery.
COMPLETE spares service for all types.
PERKINS diesel, every facility. 916-231

TWO DODGE 3165AZ 6-wheel tippers, 10 ft. long by
4-ft. coal bodies, York trailing axle, Edbro tipping
gear, a genuine 600 miles only, £450 under list price.
AND F. (COMMERCIALS), LTD., Colshill House,
K. Atherstone. Phone, Atherstone 2481-2-3. 916-411

E.R.F.
1959 E.R.F. tractor unit, Gardner engine, 5th-wheel
coupling, excellent condition.
CENTRAL GARAGE (UPPINGHAM), LTD., Market
Place, Uppingham. Phone, Uppingham 3296-7-8. 916-165

1954 E.R.F. diesel 8-wheeler, good condition, £975.
WALTER WALKER (ECCLESFIELD), LTD., Eccles-
field, near Sheffield. Phone, Ecclesfield 3607. 916-272

E.R.F. 7-ton 18-ft. platform lorry, SLW engine,
5-speed gearbox, £195 or H.P. arranged.
HENRY EATON, LTD., 107 Palmerston St., Ancoats,
Manchester. Phone, Ardwick 3146. 916-283

1956 E.R.F. 4-wheeler, SLW/K, 18-ft. drop-sided
body, trailer brake equipment. Legett, Dorking
2078. 916-x5554

FODEN
TWO 1948 FODEN 18-ft. flat bodies, good tyres, 41W,
C-licence operator, flat-front cabs, smart condition,
£525. Edware 2572. 916-223

1958 FODEN 8-wheeler, 24-ft. triple drop-side body,
61W, 12-speed box (booster), double drive,
£1,875. 916-115

1951 FODEN 8-wheeler, 24-ft. alloy body, 61W, in
very good condition, £1,160. 916-283

JOHN HUDSON, Doncaster Rd., Bawtry, Yorks. Phone,
Bawtry 362, 456, 457. 916-325

1953 8-wheel, 61W, 40 x 8 tyres, double drive, 24-ft.
flat, in very good condition, £600. 4 Carruthers
St., Liverpool, 3. Central 2047. 916-188

FORD THAMES AND FORDSON
1959 FORD 7-cwt van, one owner, low mileage,
extras, excellent condition, £315. 916-115

PUTTOCKS, LTD., High St., Guildford. Phone 3391,
916-115

FORDSON Trader, 1958, 6D, steel-bodied tipper, heavy
duty equipment, £595. 916-115

FORDSON Trader, 1958, 4D, long-wheelbase truck, re-
conditioned, £325. 916-115

FORDSON Trader, 1959, 4D, long-wheelbase truck,
£525. 916-115

MIDLAND VEHICLE AGENCY, 560 Coventry Rd.,
Birmingham, 10. Victoria 6040; evenings 8744. 916-78

7-TON 6-yd. fixed-side FORD and Bedford tippers from
£400.

NORMAN REEVES (MOTORS), LTD.
215-218 HIGH STREET,
UXBRIDGE, MIDDLESEX.
Uxbridge 3344. 916-175

C. E. M. MAY, LTD., Sandfields, Port Talbot. Phone,
Port Talbot 2112.

1959 FORD 6 x 2 Eaton 14-cu.-yd. Pilot tipper,
vehicle reconditioned, new tyres, £1,150. 916-13

1958 FORD 4-ton diesel Luton van, 750 cu. ft.,
one owner, £450.

1960 FORD 15-cwt. Luton van, one owner, £525.

258 WATFORD WAY, Hendon, N.W.4. Sunnyhill
8771. 916-192

848

Used Goods Vehicles (contd.)

GET THAT COMMERCIAL
FROM
G.T.C. COMMERCIALS, LTD.

600 CU.-FT. 1956 FORD 4D diesel, 3-ton Luton van,
6 ft. 6 in. interior height, low-loading well,
outstanding condition, £275.

800 CU.-FT. 1957 FORD 4D diesel, 3-4-ton boxvans,
coachbuilt bodies, choice of two, £250 each.

800 CU.-FT. 1952 FORD 4D diesel Luton van, £110.

1960 Thames Trader tippers, Hydrovac brakes, short
and medium wheelbase, choice of four.

1960 October, Thames Trader medium-wheelbase
double-drop-side tipper, Hydrovac brakes, twin
ram gear, 4,010 miles only, new list price approxi-
mately £1,750, our price £1,050.

1960 Thames Trader artic. unit, fifth wheel coupling,
and 25-ft. York 12-ton trailer, very clean,
choice of three, £925.

1960 Thames Trader 7-ton long-wheelbase truck,
15-ft. body, 23,000 miles, £695.

1959 Thames Trader, Scammell artic. unit, 2-speed
axle and 25-ft. York trailer (Scammell coupling),
very clean, £950.

1959 Thames Trader, 7-ton short-wheelbase tipper,
steel drop-side body, 8.25 x 20 tyres, £325.

1955 FORD 4D diesel 5-ton long-wheelbase drop-side
truck, one owner from new, £200.

28 BOW RD., London, E.3. Advance 5242-3. (30
yd. from Bow Rd. Tube Station.) 916-213

TRADER 1960 (June) 21-ft. platform truck, County
third axle, flashers, heater, loading board, as new,
£700.

TRADER 7-ton, 1960, 18-ft. body, drop side, as new,
£700.

D. D. EASTWOOD (COMMERCIALS), 27 Aston Rd.,
North, Birmingham, 6. Phone, Ast 3467. 916-148

1958 Thames Trader 6-yd. tipper, £625; and a 1955
Fordson 5-yd. tipper, in excellent condition,
diesel, £325. Highway Coaches, St. Albans 5242. 916-135

LAMBERTS OF KINGSTON, LTD.
MAIN FORD DISTRIBUTORS.

TRADER 1959 6-cu.-yd. tipper, fully reconditioned with
new steel body and tipping gear, £995 o.n.o.

140 LONDON RD., Kingston-on-Thames, Surrey,
Phone, Kingston 7700 (20 lines), or after hours
Elmbridge 0485. 916-251

1959 Thames Trader, 7-ton Anthony hoist upper
gear, choice of two, guaranteed, £725. Arnold
7771. 916-131

1958 Trader 6-yd. tipper, 6-cylinder petrol engine,
very low mileage, £456. Edware 2572. 916-226

SHUKERS OF SHEFFIELD, LTD.,
55-60 BROAD STREET,
SHEFFIELD.
Phone 20311.

OFFER:
FORD Thames diesel 30-cwt. drop-side truck (June
1955), excellent tyres, heater, low nominal mileage,
first-class condition, £198.

CASH buyers for good used commercial vehicles. 916-297

1960 Thames Trader 7-ton short-wheelbase Anthony
hoist, drop-side steel tipper, 9.00 x 20 tyres,
£850 or terms arranged.

1959 60 Thames Trader 6D tractor, S.A.E. coupling,
very clean £745, or terms arranged.

1956 FORD 4D 4-ton short-wheelbase hydraulic
tipper, £250, or terms arranged.

1954 FORD 4D 3-ton drop-side truck, £250.

HENRY EATON, LTD., 107 Palmerston St., Ancoats,
Manchester. Phone, Ardwick 3146. 916-288

GORDON KING MOTORS, LTD.
FORD AND THAMES DEALERS.

TRADER 4D diesel 4-ton chassis, fitted with 1,250-
cu.-ft. low-loading Luton body, new and unregistered,
ex-works for early delivery, £1,220.

TRADER 4D diesel 4-ton low-frame chassis, fitted with
1,250-cu.-ft. body, as above, early delivery from stock,
£1,245.

1955 Thames 4D diesel van, recent reconditioned
engine, price £155.

1951 Thames 1,350-cu.-ft. pantechnicron, Baico chassis
extension, Perkins P6 diesel engine, price £135.

MITCHAM LANE, S.W.16. Streatham 3133-4. 916-373

1951 8-wheel double-drive 24-ft. flat, 61W, good
running order, £385. J. R. Swanton, Coln-
brook 2741, Bucks. 916-368

1959 60 FORD 5-cwt. Thames van, excellent con-
dition, £245. Cavendish Motors, Cavendish
Rd., N.W.6. Willesden 0046-8. 916-389

ONE 5-ton 6D long-wheelbase truck, 1959, good con-
dition.

1958 5-ton Trader, 4-cylinder diesel, very good con-
dition.

1959 Thames Trader 6D 6-cu.-yd. Anthony drop-side
on 9.00 x 20, immaculate vehicle.

COOMBS SERVICE STATION (FORD Main Dealers),
By-pass Rd., Guildford 62962. 916-470

1961 FORD Trader 6D 7-ton long-wheelbase drop-
side truck, £885.

1960 FORD Trader 5-ton diesel, long-wheelbase
drop-side truck, £715.

1960 FORD Trader, diesel, long-wheelbase drop-
side truck, £715.

1958 FORD Trader, diesel, 4-ton platform truck,
£325.

1955 FORD Trader, diesel, drop-side truck, new
engine, £195.

DAWNIE MOTORS, LTD., Ewell By-pass, Surrey,
Phone, Ewell 2382. 916-426

Used Goods Vehicles (contd.)

GATES OF WOODFORD
FORD MAIN DEALERS.
CHIGWELL ROAD,
WOODFORD GREEN,
Wanstead 6633.

1960 Trader 6-wheel double drive, 12-ft. platform,
power steering, air brakes, etc., etc., £1,875.

1960 Trader, 8-cu.-yd. tipper, Edbro front ram, excel-
lent condition, £950.

GOOD selections of Thames Trader, 5- and 7-ton trucks
and platforms, from £400. 916-535

TRADER 6D, 1960 medium-wheelbase steel body,
double ram, £875. Garth Mill Flynnongrove, near
Holywell, N. Wales. Phone, Mostyn 288. 916-557-4

1956 30-cwt. 4D truck with hoister, immaculate
condition, 18,000 miles only, one owner, £210.
Phone, Cop 4777 or 4713. 916-462

T. C. HARRISON, LTD.
MAIN FORD DEALERS,
LONDON ROAD,
SHEFFIELD.
Phone 29091.

1958 7-ton Thames Trader fixed-side, steel-bodied
tipper, £750.

1958 7-ton Thames Trader fixed-side steel-bodied
short-wheelbase tipper, £650.

NEW.
THAMES Trade, 7-ton 108-in. drop-side and fixed-side
tippers, ex-stock.

THAMES Traders, 138-in. and 160-in. chassis-cabs, ex-
stock.

5- 7, 12 and 15-cwt. vans, early delivery.

EDBRO 4LNX tipping gears, ex-stock.

ASSOCIATED WITH
WEST RIDING MOTOR CO.,
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Phone 77296. 916-481

NEW Trader 75, 18-ft. alloy platform.

NEW Trader 5-ton, 152-in. wheelbase, 4D, low frame,
chassis-cab.

1960 6D Trader Primrose 6-wheeler chassis-cab, £800.

1960 6D Trader 12-ton articulated outfit, S.A.E.
pin, 25-ft. platform, very low mileage, £1,150.

1960 6D Trader standard 7-yd. steel tipper, 26,000
miles, £675.

1959 6D Trader 7-ton 17-ft. drop-siders, choice of
two, £545.

1958 6D Trader 5-ton 16-ft. 6-in. drop-siders, one
owner, clean, £500 each.

1958 6D Trader standard 7-yd. steel tipper, one
owner, £450.

1956 4D Trader 16-ft. drop-sider, 25 m.p.g., £285.

1952 ET 16-ft. steel drop-sider, reconditioned P6,
£165.

LOWEST H.P., exchanges. Open Sunday mornings.

JOHN JORDAN, official FORD retailers, Manor Garage,
Great North Rd. Sandy, Beds. Phone 271. 916-547

Ford Thames and Fordson Wanted
USED Thames 4D trucks and Lutons, 1957-60,
Ferraris of Cricklewood, Ltd., 200-220 Cricklewood
Broadway, N.W.2. Gladstone 2234-5-6-7. 916-232

WANTED FORD 4D vans and Perkins, all capacities
from 1955 onwards. Chandlers Motors, Ltd., 71
Greenwich South St., London, S.E.10. Gre 2033-4. 916-523

GUY
GUY Invincibles, 1958, one single drive, one double
drive, 25-ft. platform, Gardner engines, tyres and
brakes good, exchange if preferred, or both Robert
Whitney, Ltd., Sherrin Terrace, Consett, Co. Durham.
916-x5484

1953 GUY Vixen 3-4-ton platform trucks, ex brewery,
coal haulage, each £145. W.E.M. Motors, 506-508
Kingston Rd., S.W.20. Phone, Morden 5342. 916-198

KARRIER
1960 Bantam 2-ton, petrol, 10-ft. 2-in. wheel-
base drop-side truck, 12 ft. 6 in. by 6 ft. 6 in.,
low mileage, very clean condition.

QUINTON AND THOMPSON, LTD., Lancaster Rd.,
Uxbridge, Middx. Phone 38617. 916-6207

Karrier Wanted
WANTED urgently, good used KARRIER Bantam or
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9619. 916-110

KARRIER wanted, Karrier Bantam 2-ton truck, van
or tractor, or cab and chassis, three required, 1954
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Uxbridge. Uxbridge 38617. 916-403

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GOOD selection of used LAND ROVERS always in
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62907. 916-263

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OCTOPUS, 1951, double drive, good tyres, ready for
work, £445 for quick sale, F.T.S., Ltd., Bridge
Works, Thorney 371, Nr. Peterborough. 917-6174

Used Goods Vehicles (contd.)

LEYLAND Comet forward-control model, E.C.O. 521R, registered November 1955, fitted 16-ft. wood platform body, in really excellent condition all round. £425. Further details from R. Cripps and Co., Ltd., Abbey Bridge, Lenton, Nottingham. Phone 71161. 916-7

1952 LEYLAND Octopus 8-wheeler, 24-ft. drop-side, excellent condition, 1950. Uppminster 5150. 916-136

LEYLAND Comet tractor unit, very good tyres, clean, smart vehicle, August, 1949, £225. Edgware 2573. 916-224

BROWNHILLS MOTORS SALES. LEYLAND, ALBION, SCAMMELL AUTHORIZED DEALERS.

Early delivery of new LEYLAND Comets and Super Comets. See our advertisement under Used Goods Vehicles Unclassified.

BROWNHILLS MOTORS SALES.
WATLING STREET (AS), BROWNHILLS, STAFFS.
Phone Brownhills 2307, 2336 and 2392. 916-204

1954 LEYLAND Comet short-wheelbase hydraulic tipper, alloy body, 2-speed axle, £425, or terms arranged.

HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone Ardwick 3146. 916-282

1955, November, LEYLAND Steer long-wheelbase 21-ft. tipper, 600 diesel, twin-ram end tipper, fitted stabilizer, air brakes, alloy body, excellent condition, £385. A. and L. Vehicle Supply Co., 27-41 Gravel Lane, Salford, 3. Phone, Manchester Blackfriars 1511. 916-276

1950 Comet 75, long-wheelbase platform, £170.

1955 Comet long-wheelbase platform, £550.

1955 Comet long-wheelbase double-drop-side tipper, £550.

1947 Octopus, long-wheelbase platform and drop-side, engine of four, from £275.

JOHN HUDSON, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362, 456, 457. 916-323

1955 LEYLAND Comet forward-control platform truck, good condition, £525.

CAPITAL MOTOR CO., LTD., Remington St., City Rd., N.1. (Near Angel) Clerkenwell 7456. 916-351

1960 Rebuilt LEYLAND Beaver, first registered 1952, long-wheelbase artic. unit, 600 engine, 5 speed box and auxiliary gearbox, latest-type cab, ready at week-end, £950; can be supplied with single or tandem axle pole carriage. Amos, Forge Garage, Phone, Lido 329. 916-406

1950 LEYLAND 8-wheeler, double drive, 600 engine, perfect, £450.

PIEBRIGHT GARAGE, Piebright Rd., S.W.18. Vandike 6185. 916-405

WHALEBONE MOTORS, LTD.

1957 LEYLAND Steer, 600 engine, air brakes, 23-ft. 6-in. platform body.

LEYLAND 6-wheeler, 600 engine, double drive, boxvan body.

LEYLAND 8-wheeler, 600 engine, double drive, platform body, latest-type cab.

LEYLAND Comet, 90 engine, cattle container body.

LEYLAND 4-wheeler, 600 engine, boxvan body.

WHALEBONE MOTORS, LTD.

239-241 HIGH ROAD,
CHADWELL HEATH, ESSEX.
Phone, Seven Kings 5282. 916-428

LEYLAND Octopus 1960 long-wheelbase tipper, as new.

LEYLAND Steer, 1956, 600 engine, platform body, air brakes and 4-wheeled Dyson trailers.

CENTRAL GARAGE, Barnsley Rd., South Elmsall, near Pontefract. Phone, South Elmsall 276-7-8. 916-491

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WANTED, several used LEYLAND Comet forward-control Scammell tractor units. High Rd., Ponders End, Enfield, Middlesex. Howard 1266. 916-97

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EX-ARMY MORRIS short-wheelbase, 4 x 4, short drop-side body (perfect condition), G. W. Lawes, Well End, Friday Bridge, Wisbeck. Phone, F. Bridge 272. 916-6159

PALMERSTON OF KINGSTON.

MORRIS AND MORRIS-COMMERCIAL RETAIL DEALERS.

1955, July 1-ton LD van (petrol), one owner, £185.

1957, October, 3-ton drop-side truck, heater, F.C. diesel, one owner, £335.

1955, November, 20-cwt. LD van (diesel), coach panelled 8,000 miles, one owner, new engine. £185.

PALMERSTON COMMERCIAL MOTORS, LTD., 75-77 Penryn Rd., Kingston 5618. 916-509

CAFFYNS, LTD., Seaford, offer—

1960 MORRIS-COMMERCIAL JB 10-cwt. van, 8,000 miles only on very light work, almost as new, extra seat, 2-tone finish, £365.

1960 MORRIS-COMMERCIAL FG 2-ton diesel drop-side truck, 5,000 miles only, £685.

SUTTON PARK RD., Seaford. Phone 3264. 916-42

Used Goods Vehicles (contd.)

APPEYARD OF LEEDS, LTD. HAVE AVAILABLE FOR IMMEDIATE DELIVERY—

1960 7-ton short-wheelbase tipper, 9.00 x 20 tyres, Autolift, panelled drop-side wood body, £975.

2-TON F.G. series coachbuilt capacity van, 504 cu. ft., 2 specially built for demonstration and exhibition purposes only, mileage under 400, £975.

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MORRIS-COMMERCIAL DISTRIBUTORS.
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EX-W.D. 4 x 4 tractors with winch, from £100 each. Cundey and Stewart, Ltd., Alfreton, Derbyshire. 916-802

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PARADISE MOTORS, Geldard Rd., Birstall, Yorks. Phone, Morley 1029. 20-ton SCAMMELL and 25-ton low-loader trailers, new cab and latest-type bonnets and wings.

SPARSHATTS, Millbrook, have Scammell mechanical horse, trailers, Handyman tractor units, Routeman rigid 8-wheelers, early deliveries all models, also specialized bodywork, tippers, trucks, flats, refrigerated bodies, vans, etc. Phone, Southampton 72596-7. 916-239

A Number of good SCAMMELL tractor units in stock 1948-1958, with or without trailers, flats, and low loaders, all at very reasonable prices.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 916-337

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NEWPORT MOTOR SERVICE, East Usk Rd., New-4 port, Mon. Phone 59421. 916-64

SEDDON distributors for Monmouthshire.

1956 SEDDON Mk. 5L 16-ft. 6-in. drop-side truck, with canvas tilt, unladen weight 3 tons 4 cwt. £450. Cottee and Edwards, Nottingham 46674. 916-63

1955 SEDDON 7-ton platform truck, diesel, 18-ft. body, £245. Barnet 1096, 9 a.m. to 6 p.m. 916-178

1957 SEDDON Mk. 15 7½-ton long-wheelbase platform lorry, £750 or terms arranged.

1949-51 SEDDON 6-ton P6 long-wheelbase flats, from £125 or terms.

HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 916-290

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SENTINEL 7-ton long-wheelbase platform lorry, reasonable price and part-exchange arranged.

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1960 STANDARD Atlas van, side-loader door, ex-demonstration van, low mileage and in nearly new condition, £425.

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1957 STANDARD Vanguard diesel van, very good tyres, £195. Edgware 2555. 916-356

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EX-W.D. 4 x 4 trucks, good selection. Cundey and Stewart, Ltd., Alfreton, Derbyshire. 916-803

THORNYCROFT long-wheelbase 4-wheel Trusty for sale, large diesel engine and air brakes, £150. Harford Engineering Co., Ltd., Whiting Rd., Norwich. 916-43

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SEVEN SISTERS ROAD,
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THORNYCROFT COMMERCIAL VEHICLES
FOR LONDON AND HOME COUNTIES NORTH OF THE THAMES.

WE CAN OFFER ADVANTAGEOUS DELIVERY OF ALL

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FOR IMMEDIATE DELIVERY.

NEW long-wheelbase Mastiff 14-ton G.V.W. 4-wheel chassis-cab. 916-218

1955, December, THORNYCROFT Sturdy Star boxvan, very clean, good tyres, ex-private firm, £525, or terms arranged.

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1900 THORNYCROFT steam wagon for sale, engine completely overhauled and repainted, boiler retubed and in first-class condition, steamed over 500 miles in 1959; may be seen under steam by appointment. Offers to John Crawley, Field House, Turvey, near Bedford, Beds. 916-85551

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FIVE 1955 TROJANS, P3 Perkins, large capacity boxvan bodies, ex fleet of large biscuit manufacturer, all in excellent condition, £165 each. Edgware 2555. 916-357

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TROJAN diesel personnel wagon, good condition, low mileage. 12 Kersley St., Oldham. 916-85449

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PHOENIX MOTOR CO. (SURREY), LTD. SUTTON.

VAN AND TRUCK SPECIALISTS.

Commer E.D.V., Austin and Bedford vans, regularly available ex contract, lightly used, late models, regularly maintained, all well above-average condition, from £165. Generous H.P. terms and exchange prices. Early delivery on all new Commer and Karrier models. Extensive specialized coachwork, service and parts departments.

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EAGLE MOTORS (FARINGDON), LTD.

STATION ROAD,
FARINGDON, BERKS.
Phone, Faringdon 2261-2.

1961 BEDFORD 25-cwt. petrol Spurling van, heater, radio, flashing indicators, 3,000 miles only, one owner, as new. £965.

1960 FORDSON Thames Trader 7-ton diesel long-wheelbase Edbro steel-bodied drop-side tipper, 9.00 x 20 tyres, cab heater, low mileage, excellent condition, £1,070.

1960 BEDFORD 7-ton ex long chassis-cab, 300-cu.-in. diesel, 2-speed axle, 9.00 x 20 tyres, one owner, 21,000 miles, £1,050.

NEW 18-ft. drop-side body available at extra cost.

1956, November, BEDFORD 10-12-ton articulated tractor unit, diesel, Scammell coupling, and 22-ft. heavy-duty platform trailer, £950.

1954 BEDFORD 5-ton petrol, Jennings cattle truck, £215.

1954 BEDFORD 7-ton diesel, Drew cattle truck, £750.

1938, November, E.R.F. 10-ton drop-side truck, £125. 916-6195

ISLES, LTD.

LEYLAND — ALBION SALES.

1960 ALBION Claymore Model CLJL, timber platform body, 18 ft. by 7 ft. 6 in. Albion underfloor engine, 8.25 x 20 tyres, ref. V.23, £1,100.

1959 THAMES Trader, 18-ft. timber truck body with drop sides, Ford 6D diesel engine, 8.25 x 20 tyres, ref. V.4, £725.

1958 THAMES Trader, 18-ft. timber flat platform body, Ford 6D diesel engine, 9.00 x 20 tyres, ref. V.2, £675.

1956 COMMER TS3, timber truck body, 18 ft. 6 in. by 7 ft. 6 in., Commer 2-stroke diesel engine, 8.25 x 20 tyres, ref. V.42, £960.

1954 ALBION Chieftain, 18-ft. timber flat platform body, Albion 4-cylinder diesel engine, 8.25 x 20 tyres, ref. V.8, £550.

1954 ATKINSON 6-wheeler, 24-ft. flat platform body, Gardner 5LW engine, 9.00 x 20 tyres, ref. V.6, £650.

1953 LEYLAND Comet EC02, timber platform body, 18 ft. by 7 ft. 6 in., fitted with cattle container, 350 engine, 9.00 x 20 tyres, ref. V.5, £450.

1953 AUSTIN petrol-engined truck, 14 ft. 6 in. by 7-ft. body with double drop sides, 8.25 x 20 tyres, ref. V.10, £70.

ISLES, LTD.

LEYLAND — ALBION SALES,
LEYLAND SERVICE DEPOT,
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Phone, Pudsey 3001 (five lines). 916-6180

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NEWPORT, MON.
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GUY DISTRIBUTORS FOR SOUTH WALES, HEREFORD AND GLOUCESTERSHIRE.

1960 GUY Invincible 8-wheeler, Leyland 600 engine, double-reduction drive axle, air brakes, 24-ft. drop-side body, 9.00 x 20 Michelin X tyres, 2,500 miles, £1,000 below list at £3,250.

1958 FODEN short-wheelbase 8-wheeler, chassis and cab only, £2,250, twin end gear available if required and may be bodied to suit your requirements.

1957 ALBION Reiver 6-wheeler, Leyland engine, 18500 2-speed axle, 36 x 8 tyres, 22-ft. platform, at £900.

1956 ALBION Reiver 6-wheeler, 18500 2-speed axle, 22-ft. platform, at £700. 917-6197

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NEW MORRIS trucks and vans.

NEW 9-ton DODGE trucks.

NEW MORRIS 3-cwt. Luton vans.

1960 MORRIS 6-ton short-wheelbase tipper, as new.

1953-4 FODEN 8-wheelers.

1953 E.R.F. 6LW platform.

1960 3 standing horse box on Bedford 4-ton chassis.

1956 Trader 4D Luton 1,100 cu. ft.

1952 FODEN tippers, 5LW.

BIRMINGHAM COMMERCIAL MOTORS, LTD.

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Phone, Victoria 0437. 916-318
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GARLICK, BURRELL AND EDWARDS, L. TD.
188 REGENT ROAD,
LIVERPOOL 20.

BEDFORD. **B**EDFORD
IF IT IS VALUE FOR MONEY YOU WANT WITH A
GOOD USED COMMERCIAL VEHICLE, PHONE
BOOTLE 4343.

WE KNOW WE WILL HAVE THE USED MACHINE
THAT YOU ARE LOOKING FOR, AT THE PRICE
YOU HAVE IN MIND, A SELECTION OF WHICH
WE OFFER BELOW.

TRACTOR UNITS.

1957 BEDFORD 8-ton Scammell 300-cu.-in. diesel
tractor unit, excellent tyres.
1956 BEDFORD Scammell 8-ton diesel tractor units,
P6 engine, choice of two.
1956 (Model) E.R.F. Scammell tractor, 2-speed axle,
4LW, excellent.

TIPPERS.

1960 FORD 6D 7-ton short-wheelbase all-metal
tipper, one owner from new, Michelin tyres,
just fitted new gearbox assembly, in excellent condition
and not to be confused with the normal hire-purchase
repositioning type of vehicle, quality tested and painted
to your colours.

1957 BEDFORD 7-ton long-wheelbase, Pilot twin-
ram gear, 14-ft. 6-in. high-sided body, red, in
good condition, ready for immediate use.

1959 BEDFORD 5-ton 3-type (win-ram tipper),
12-ft. 6-in. tipping body, quality tested.

1959 BEDFORD 5-ton normal-control single-ram
tipper, wooden fixed-sided body, 2LN Edbro
tipping gear, low mileage, in excellent condition.

1955 BEDFORD 7-ton short-wheelbase U-shaped all-
metal-bodied tipper, fitted B.M.C. diesel engine
and gearbox, £375.

1955 DODGE short-wheelbase tipper, P6 diesel
engine, 5-speed gearbox, 2-speed axle, good tyre
equipment.

6-WHEELERS.

1957 BEDFORD Comet engine, long-wheelbase Boys
6-wheeler, 9.00 x 20 12-ply tyres, in excellent
condition throughout.

1958 BEDFORD Boys 6-wheeler, 9.00 x 20 12-ply
tyres, double floor, in excellent condition.
1-speed axle.

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1958 BEDFORD long-wheelbase platform truck, fitted
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1953 As above.

1959 BEDFORD 7-ton 300-cu.-in. diesel platform
truck, standard body.

1958 BEDFORD 7-ton long-wheelbase platform
truck.

1952 BEDFORD O-type long-wheelbase platform
truck.

1953 SEDDON P6, 5-speed box, long-wheelbase
platform truck.

PART-EXCHANGES ACCEPTED. DEMONSTRATIONS
AT YOUR PREMISES, DISTANCE NO OBJECT, AT
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AGENTS for Austin, Ford and Standard commercials;
a large selection of new and used vans always in
stock.

NEW AUSTIN 11-ton van, diesel, in primer.
NEW Thames Trader 4-ton drop-side truck, 152-in.
wheelbase.

NEW AUSTIN 702 forward-control 7-ton chassis-cab,
120-in. wheelbase.

1960 May, AUSTIN 702 diesel with 7-cu.-yd. tipping
body, also fitted with 9.00 x 20 tyres, cab
heater and flashers, 25,000 miles, £1,095.

1956 BEDFORD-SCAMMELL 10-ton tractor unit
with R6 diesel engine, £275.

CRAWLEY 25666 (FIVE LINES). 916-459

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COMMERCIAL VEHICLE SPECIALISTS,
QUEEN STREET, WIGAN.
Wigan 2396 and 46042.

1960 Thames Trader short-wheelbase tipper, choice
of six, from £650.

1960 BEDFORD S-type medium-wheelbase tipper,
choice of two, from £650.

1959 Thames Trader medium-wheelbase tipper, choice
of two, £600.

1958 October, DODGE long-wheelbase tipper, normal
control, £550.

1958 DODGE medium-wheelbase tipper, R6 engine,
£285.

PS1 Birmingham 35-seater coaches, full front with
good certificate of fitness, choice of five, from
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OPEN weekends, hire-purchase, insurance. 916-266
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OUR REPUTATION IS YOUR GUARANTEE.
SELECTION OF OUR RANGE OF USED VEHICLES.
SALES DEPARTMENTS OPEN UNTIL 5 P.M.
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VANS.
SELECTION of used BEDFORD 10-12-cwt. and 15-cwt.
vans and personnel carriers, many types.

TRUCKS.
1959 BEDFORD 5-ton 16-ft. double-drop-side truck
1958 BEDFORD 7-ton, 16-ft. wooden platform,
2-speed rear axle.
1958 BEDFORD 7-ton long-wheelbase platform, 300
diesel, 9.00 x 20 tyres (at Cardiff).
1957 BEDFORD diesel 6-ton forward-control with
16-ft. double-drop-side body.
1956 COMMERCIAL 4-ton Superpose drop-side, petrol
(at Cardiff).
1955 BEDFORD diesel 7-ton forward-control with
16-ft. double-drop-side body.
1955 ALBION Chieftain, 16-ft. wooden platform.

1959 BEDFORD 3-ton 11-ft. 6-in. drop-side truck.
1959 BEDFORD 7-ton 16-ft. double-drop-side truck.

TIPPERS.
1958 BEDFORD diesel 6-ton 5-cu.-yd. normal-control
tipper.
1954 BEDFORD 5-ton, 6-cu.-yd. wooden drop-side
body.
1953 BEDFORD 8-ft. drop-side, 3 cu. yd., 6.50 x 20
tyres.
1960 FORD Thames Trader double-drop-side steel
body tipper (at Cardiff).
1957 BEDFORD Clydesdale, steel body, fixed-side
tipper (at Cardiff).

LUTONS.
1953 BEDFORD diesel 5-ton normal-control with
8.40-cu.-ft. box body.
1951 ALBION 6-wheel, 1,700 cu. ft., 11.00 x 20
tyres.
1950 FORD 4-ton, 1,250 cu. ft.

IMMEDIATE delivery new BEDFORD diesel 4-ton
1,200-cu.-ft. Luton body.

ARTICS.
1959 BEDFORD 10-ton tractor unit with 23-ft.
10-ton Scammell trailer.
1959 LEYLAND Comet with 25-ft. York platform
trailer.
1958 BEDFORD 10-ton diesel tractor with 25-ft.
York drop-side trailer, fifth wheel coupling
(at Cardiff).
1957 ALBION Chieftain 10-ton tractor with 23-ft.
10-ton wooden trailer.
1957 A.E.C. Mercury Mk. I tractor unit.
1950 AUSTIN normal-control tractor with Carrimere
low-loading trailer, 14-ft. 6-in. bed.

HEAVY VEHICLES.
1955 56 LEYLAND Octopus 8-wheeler platform.
1957 ATKINSON 8-wheeler, 11.3 A.E.C. engine and
gearbox, 24-ft. drop-side.
1953 DENNIS Jubilee 24-ft. platform, 9.00 x 20
tyres.

COMPREHENSIVE RANGE OF NEW BEDFORDS
ALWAYS IN STOCK.
HIGH ROAD, PONDERS END, ENFIELD, MIDDX.
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ARLINGTON MOTOR CO., L. TD. 916-101

WHEELERS (MOTORS), L. TD.
MORRIS-COMMERCIAL DISTRIBUTORS.
YEovil, SOMERSET.
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1959 MORRIS-COMMERCIAL 7-ton long-wheelbase
drop-side truck, £740.
1960 AUSTIN 7-ton long-wheelbase chassis-cab, 9.00
x 20 tyres, power-assisted steering, flashers,
etc., choice of two from £835.

1958 Thames Trader 6D tractor unit, Brockhouse
coupling, £715.

SEVERAL other used vehicles in stock from 5 cwt.-
7 tons.

NEW VEHICLES IN STOCK.
5-TON Prime Mover, air brakes available.
MMORRIS-COMMERCIAL 5-ton prime mover, H.D.
specification (air trailer if required).
MMORRIS-COMMERCIAL 7-ton 160-in.-wheelbase drop-
side truck. 916-139

JACKSONS
FOR
MODERN SELECTED VEHICLES.
JULY, 1960, BEDFORD 7-ton steel-body fixed-side tipper,
2-speed axle, mileage 11,000.
1957 FORD 3-ton long-wheelbase drop-side truck.
1955 AUSTIN 1-ton van, very good condition.

O. T. JACKSON MOTORS, L. TD.
855 NEW WOLVERHAMPTON ROAD,
LANGLEY, NEAR WOLVERHAMPTON.
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PHONE, KEMPSEY 439 AND 417.
NEW VEHICLES FOR
IMMEDIATE AND **E**ARLY **D**ELIVERY.
LEYLANDS, **A**LBIONS AND **A**USTINS.

NEW VEHICLES FROM **S**TOCK.

LEYLAND Super Comet long-wheelbase 23-ft. 6-in.
body.
LEYLAND Comet 8R, 23-ft. 6-in. body.

AUSTIN diesel 5-ton long-wheelbase drop side.
COMMER 7-ton cement-limestone bulk delivery tanker,
milk, gear and blower, etc.

LARGEST SELECTION OF SECONDHAND COMMER-
CIAL VEHICLES IN THE MIDLANDS.

B.M.C.

1960 AUSTIN 7-ton diesel tipper with steel body,
or forward control.
1958 AUSTIN artic, diesel, with coupling, forward
control.

1956 AUSTIN 7-ton long-wheelbase platform truck,
forward control.
1954 MORRIS 5-ton long-wheelbase petrol platform,
forward control.

1957 AUSTIN 7-ton long-wheelbase diesel, drop-side
truck.

COMMER.
1958 COMMERCIAL 7-ton forward-control diesel, with
new drop-side body.
1960 COMMERCIAL 7-ton forward-control drop-side
long wheelbase with detachable high racks.

1955 COMMERCIAL 5-ton long-wheelbase drop-side P6
truck.

ALBION.

1960 ALBION Chieftain, long-wheelbase platform.
1957 ALBION Chieftain, long-wheelbase platform, 8
ton.
1960 ALBION Chieftain, short-wheelbase tipper.

BEDFORD.
1956 BEDFORD forward-control long-wheelbase
diesel drop-side truck, 7 ton.

DODGE.
1958 Diesel 7-ton long-wheelbase platform.

FORD.
1959 Thames Trader, long-wheelbase diesel drop-
side truck, 7 ton.
1956 FORD Thames Sussax 6-wheel tipper, high
sides.

MAUDSLAY.
1947 MAUDSLAY A.E.C. 7.7 engine, 8-ton, drop-
side.
1949 MAUDSLAY A.E.C. 7.7 engine, 8-ton, drop-
side.

FODEN.
1957 FODEN diesel 8-wheeler, long-wheelbase drop-
side truck.

CARMICHAEL AND **S**ONS (WORCESTER), **L. TD.**
CLERKENLEAP DEPOT,
NEAR WORCESTER. 916-50

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VAUXHALL-BEDFORD MAIN DEALERS,
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Phone, Crawley 25475-6-7.

1959 BEDFORD Workabus, many extras, one owner,
£400.
1959 November, long-wheelbase BEDFORD Worka-
bus, one owner, £450.
1958 October, FORD 7-cwt. van, one owner, £285.
1958 BEDFORD 5-ton truck, petrol, excellent con-
dition, £385.
1957 BEDFORD Workabus, £265.

1957 STANDARD Vanguard van, £185.
1957 7-ton DODGE diesel tipper, very good con-
dition, £575.
1957 BEDFORD 5-ton truck, petrol, excellent con-
dition, £345.
1960 AUSTIN 152 15-cwt. vans, choice of five, £330
each.

OCTOBER, 1954, 7-ton BEDFORD tipper, good con-
dition, new tyres, one owner, £310.
1953 COMMERCIAL 10-ton tractor unit, diesel with
22-ft. low-loading trailer, £425.
1952 5-ton BEDFORD truck, nice condition, good
tyres, £120. 916-467

COVENTRY AND **J**EFFS, **L. TD.**
COMMERCIAL VEHICLE SPECIALISTS.
DISTRIBUTORS FOR
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**WE OFFER EARLY DELIVERY ON FULL RANGE OF
NEW VEHICLES.**
COMPREHENSIVE SECOND-HAND LIST AVAILABLE
ON REQUEST.

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BEDMINSTER,
BRISTOL, 3. 916-201

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Chipping Sodbury 2277 (four lines).

YORK Trailers. Full range nearly always in stock.
20-ton tandem axle up to 27 ft.
TRADE for Gloucestershire, Wiltshire, Somerset, Devon and Cornwall.

NEW VEHICLES.

ALBION Reiver RE25T double-drive 6-wheeler, 6-speed gearbox, Comet 400 engine, on 9.00 x 20 14-ply being fitted with twin front ram tipping gear and wood drop-side body, complete in primer, £3,224.

ALBION Chieftain CH1ANT, 6-speed heavy-duty rear axle, on 9.00 by 20 12-ply, can be fitted with tipping gear and body to purchasers' requirements, chassis and cab only, £1,831 10s.

A.E.C. Marshal long-wheelbase 6-wheeler, chassis and cab only, £1,588.

A.E.C. Mercury Mark II, long-wheelbase chassis and cab, air brakes, on 10.00 x 20 14-ply tyres, £2,615.

A.E.C. Mustang, twin-steer chassis and cab, air brakes, on 10.00 x 20 14-ply tyres, £3,195.

A.E.C. Mammoth Major 8-wheeler, 17-ft. 4-in. wheelbase chassis and cab, 9.6-litre engine, air brakes, 9.00 x 20 12-ply tyres, £4,155.

LEYLAND Comet CS3-8AR, 16-ft. 11-in. wheelbase chassis and cab, takes a 23-ft. body, £2,044 1s. 6d.

BEYFORD 10-ton KPA1 tractor unit, Bedford 100 diesel engine, air brakes, 2-speed, 5-speed, 8.25 x 20 14-ply tyres, £1,345 10s.

BEYFORD 74-ton KGLC8 long-wheelbase 167-in. chassis and cab, on 9.00 x 20 12-ply tyres, 2-speed, 5-speed, £1,755 2s.

ALBION Chieftain CH1AXL 13-ft. 6-in. wheelbase chassis and cab, take up to 20-ft. body, 6-speed, 8.25 x 20 14-ply tyres, £2,155.

LEYLAND Super Comet, 400 engine, 100 x 20 14-ply tyres, heater and demister, fitted with up to the minute 3-compartment Rucker body, improved high-capacity blower, heavy-duty p.t.o. and air silencer, all extras for bulk delivery including two quick-release 10-ft. hoses, £4,276 complete, in primer.

YORK DW2 20-ton 25-ft. vacuum brake semi-trailer, 2-ft. headboard, £881 14s.

YORK TWA2A 26-ft. tandem-axle semi-trailer, air brakes, 9.00 x 20 10-ply tyres, 2-ft. headboard, 2-speed landing gear, £1,810 11s.

HANDS 30-ton 20-ft.-in-the-well low loader, with Thompson 40-ton winch, £2,197.

LAND ROVER, 88 in., petrol, £674 12s.

LONG WHEELBASE.

ALBION Reiver, 1956, 21-ft. aluminium framed platform body, hand cab, in exceptionally good condition throughout, one owner, £800.

B.M.C. 1957 diesel rigid 6-wheeler, platform body, good condition throughout, £750.

BRISTOL 1955 8-wheeler, long wheelbase, platform, £725.

SENTINEL 1955 12-ton trailing axle 6-wheeler, fitted with Gardner 5LW vertical in the cab, missing prop shaft, cheap to clear, £400.

TIPPERS.

A.E.C. Mammoth Major 8-wheeler, 1954, 9.6 engine recently fitted (work reconditioned), 16-ft. 9-in. wheelbase, double drive, fitted with new Pilot tipping gear and wood drop-side body, £2,500.

A.E.C. Mammoth Major 8-wheeler (December), 1955, 9.6 engine, double drive, wood body, upper, in exceptionally good condition throughout, £2,150.

LEYLAND Comet ECO2-4R, 1957, normal control, long-wheelbase tipper, Pilot twin-ram gear and wood drop-side body, in good condition throughout, £1,100.

A.E.C. Mercury Mk II, 1955, Pilot twin-ram gear and wood body gear, wood fixed-side body, in exceptionally good condition throughout, ready for immediate work, £1,400.

E.R.F. 1949, 4LW Gardner standard wood body tipper, very careful operator, £750.

B.M.C. 1956, long-wheelbase tipper, good condition, suitable for coal or coke, £575.

BEYFORD 1955 A-type tipper, chassis and cab only, petrol engine, £125.

BEYFORD 1955 A-type 5-ton P6 standard wood-body tipper, £400.

BEYFORD 1954 7-ton, R6, standard U-shaped body, £350.

LEYLAND Octopus, 1951, double drive 8-wheel tipper, a runner, but needs some attention, £150 to clear.

TRAILERS AND ARTICULATED.

LEYLAND Super Comet, November, 1960, virtually new tractor unit, complete with new York lightweight 26-ft. tandem-axle semi-trailer on 9.00 x 20 all round, this is an exceptionally good outfit, ready to drive away, all in primer, £1,850.

BEYFORD 1952 R6 diesel Dyson 10-ton semi-low loader, twin oscillating axles, eight wheels in line, fitted with winch and loading ramps, good condition throughout, £850, would split.

BEYFORD-SCAMMELL, 1956, R6 diesel, complete with two 24-ft. Scammell platform trailers, £550.

ALBION Chieftain Scammell 1956 tractor unit, complete with Scammell 10-ton 23-ft. platform trailer, in good condition throughout, £750.

E.R.F., 1946 Gardner 5LW tractor unit, in exceptionally good condition throughout, complete with Hands tandem-axle platform trailer, £875.

DYSON 8-ton independent trailer, drop-side, air brakes, choice of two, these trailers are practically unused, £650 each.

CRANES.

NEW Coles 10-ton Rezin diesel-electric, 40-ft. cantilever jib mounted on a 1953 Foden double-drive 8-wheel chassis and cab, £7,750 complete.

SECOND-HAND A.E.C. Coles 5-ton crane, all-wheel drive, 7.7 diesel engine, just fitted with new driver's cab, 5-ton Coles diesel-electric crane, powered by Ford 4D engine, direct drive to generator, mounted separately on the A.E.C. chassis, in good working condition and sold with a large quantity of useful chassis spares, if required, at nominal price including bolt-on extension to jib, £2,700.

DAPIER 3-ton pneumatic tyres non-slewing yard crane, full castor action steering rear wheels, £690.

HARRY DANDO,
VAUXHALL MAIN DEALERS,
WEST END GARAGE,
CHIPPING SODBURY, BRISTOL.
Chipping Sodbury 2277 (four lines).

Used Goods Vehicles (contd.)

THE MILLBURN ORGANIZATION,
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COMMERCIAL-VEHICLE SPECIALISTS.

ALBION, LEYLAND, THAMES TRADER,
IMMEDIATE DELIVERY.

NEW ALBION CH1AXL Chieftain chassis and cabs, fitted 9.00 x 20 tyres, 6-speed gearbox, heater, etc.

NEW ALBION VT19AN chassis and cab.
NEW 7-ton 6D long-wheelbase Trader chassis and cab, 9.00 x 20 tyres, other extras.

1960 B.M.C. 7-ton long-wheelbase drop-side lorry, excellent condition.

1959 ALBION CH1XL platform lorry, excellent condition.

1958 LEYLAND Super Comet long-wheelbase, good order throughout.

1958 ALBION FT37CL, 6-speed gearbox, good order throughout.

1958 ALBION Clydesdale, 21-ft. platform body, perfect order.

1958 BEDFORD long-wheelbase lorry, Leyland Comet engine.

1956 BEDFORD, Leyland Comet engine, immaculate condition throughout.

1956 ALBION Reiver 6-wheel, double-drive axle, 21-ft. 6-in. platform body, immaculate condition throughout.

1956 October, A.E.C. 9.6 Majestic, twin steer, air brakes, 21-ft. platform body, good condition.

1955 AUSTIN B.M.C. 7-ton 2-speed axle, power steering.

1955 ALBION FT37CL platform lorry, good order.

1955 LEYLAND Comet 90 hydraulic tipper, fixed sides, alloy 15-cu.-yd. body, good order.

1955 BEDFORD R6 10-ton tractor, Scammell coupling.

1953 ALBION Chieftain platform lorry, under 3 tons.

1952 E.R.F. Gardner 5LW, 18-ft. platform body, 5-speed gearbox, fitted trailer hook, very fine condition.

1949 MAUDSLAY Meritor, 9.6 A.E.C. engine, 8-wheel double-drive chassis and cab, mechanically sound.

1948 SEDDON P6 platform lorry, good order.

1948 A.E.C. Matador, 9.6 unit, 18-ft. platform lorry.

WE SOLICIT YOUR INQUIRIES.

ENGINES.

A.E.C. 7.7 from £50 each. Leyland 7.4 complete with gearbox, from £100 each. Leyland 8.6 from £35 each.

MILLBURN MOTORS (PRESTON), LTD.

WALMER BRIDGE

LONGTON, PRESTON, LANCs.

Phone, Longton, Lancs, 3255-6. 916-124

HENDY FOR FORD.

BRITAIN'S FIRST MAIN DEALER.

EARLY DELIVERY OF ALL THAMES MODELS.

NEW 5- AND 6-YD.

TRADER TIPPERS.

USED TRUCKS.

1960 FORD 6D 7-ton Trader, platform body, 9.00 x 20 tyres, £850.

1959 Thames Trader, 7-ton drop-side truck (demonstrator), £725.

1958 BEDFORD 4-yd. steel body drop-side tipper, diesel engine (3 ton 3 cwt, 99 lb.), £490.

1957 BEDFORD 300-cu.-in. 5-ton diesel drop-side truck (2 ton 17 cwt, 9 lb.), £490.

1957 BEDFORD 300-cu.-in. 6-ton diesel, 18-ft. drop-side body (2 ton 15 cwt, 95 lb.), £575.

1957 COMMER TS3, 7-ton platform truck, 20-ft. body, £290.

1956 BEDFORD articulated (R6) diesel and 25-ft. Scammell trailer (4 ton 15 cwt.), £795.

1955 COMMER TS3, alloy platform body, 9.00 x 20 tyres, £475.

1953 FODEN 5-ton alloy body, platform truck, 4LK diesel, 30 m.p.g., £290.

1949 FORD 4D, 1955, drop-side body (2 ton 12 cwt, 50 lb.), £195.

PERCY HENDY, LTD.

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THAMES HOUSE, CHANDLERS FORD 2271.

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FOR YOUR

GOOD USED COMMERCIAL.

AUSTIN 5-ton drop-side truck, body length 16 ft. 6in., 1955 diesel, £1,100.

MORRIS prime mover, 1954, fitted with diesel engine and Tassler coupling.

AUSTIN 5-ton, 1955, fitted diesel engine, special aluminium body, 21 ft. long, good condition, C operator.

AUSTIN 30-cwt drop-side truck, 1957, petrol engine, in good condition, C-clance operator.

AUSTIN 5-ton, 1960, 5-cu.-yd. drop-side tipper body, diesel, C-clance operator, low mileage.

AUSTIN 15-cwt bulk van, 1958, body size 9 ft. 10 in. by 6 ft. 2 in. by 5 ft. 8 in. double doors and tailboard, overhauled and painted, £450.

OPEN FOR SALES MONDAY TO SATURDAY.

9 A.M. TO 7 P.M.

AUSTIN COMMERCIAL DISTRIBUTORS.

DARTMOUTH GARAGE,

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Phone, Wes 2441-5.

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July 7, 1961—THE COMMERCIAL MOTOR 51
(Supplement)

Used Goods Vehicles (contd.)

PRICE'S (EARL SHILTON), LTD.

THE MAIN ATKINSON DISTRIBUTORS.

NEW ATKINSON 8-wheeler, fibreglass cab, Gardner LX engine, 40 x 8 tyres, 5-speed Brown box, chassis and cab, ex stock.

NEW ATKINSON 8-wheeler, Gardner engine LX 150 b.h.p., 9.00 x 20 12-ply tyres, 6-speed box, a r brakes, chassis and cab.

NEW ATKINSON tractor, LX 150 b.h.p. engine, a r brakes, 9.00 x 20 12-ply tyres, flasher, fibreglass cab.

PRICE'S (EARL SHILTON), LTD.

THE MAIN SEDDON DISTRIBUTORS.

NEW SEDDON heavy-duty tractor LX engine, a r board, flashers, 9.00 x 20 12-ply tyres, used only for demonstration.

NEW SEDDON all models 6-4-wheelers and tractors, good delivery.

PRICE'S (EARL SHILTON), LTD.

THE ONLY OFFICIAL DISTRIBUTORS FOR YORK TRAILERS, LEICESTERSHIRE, RUTLAND, NORTHANTS, PART OF NOTTS.

NEW 12-ton York semi-trailer DW2, 25-ft. long, head-board, flashers, 9.00 x 20 12-ply tyres, used only for demonstration.

NEW York 14-ton HW2 Combo brakes, 27-ft. stake and rack, ex stock.

PRICE'S (EARL SHILTON), LTD.

THE MAIN YORK AXLE CONVERSION DISTRIBUTORS.

NEW and used vehicles of all types, we fit third axle.

PRICE'S (EARL SHILTON), LTD.

OFFICIAL FORD DEALERS.

NEW FORD Trader 75, long wheelbase, 9.00 x 20 12-ply tyres (Michelin), flashers, heater, etc.

NEW FORD Trader 75, medium wheelbase, 9.00 x 20 12-ply tyres, twin-ram tipping gear and double-drop-side steel body, single speed axle.

PRICE'S (EARL SHILTON), LTD.

OFFICIAL AUSTIN DEALERS.

NEW AUSTIN 152 PSV, Omnicoach, M.O.T. PSV certificate, heater, in primer.

NEW AUSTIN A35 van, in green or blue.

PRICE'S (EARL SHILTON), LTD.

OFFICIAL COMMER AND KARRIER DEALERS.

NEW COMMER TS3, long wheelbase, 7-ton, 9.00 x 20 12-ply tyres, air brakes, 5-speed box, etc., chassis and cab.

NEW COMMER TS3, 11-ft. 9-in. wheelbase 7 ton, power steering, Eaton 2-speed, 9.00 x 20 12-ply tyres.

NEW COMMER Cob vans, choice of two.

PRICE'S (EARL SHILTON), LTD.

MAIN DEALER FOR DODGE, LAND ROVER AND KARRIER.

1960 GUY, LX Gardner engine, prime mover, air brakes, fifth wheel, 10.00 x 20 tyres, £2,250.

1960 COMMER 6-wheeler, twin-ram tipper, 13.5 ton, 9.00 x 20 tyres, air brakes, Eaton 2-speed axle, alloy frame body, £2,150.

1960 DODGE, York 6-wheel tipper, Leyland engine 9.00 x 20 tyres.

1956 COMMER 2-stroke, 20-ft. platform, fair runner, £325.

1955 FORD 4D with 20-ft. drop-side body, one owner, laid up 18 months, £250.

AUSTIN A35, Ford 7-cwt. vans, choice of several.

PRICE'S (EARL SHILTON), LTD.

NEW STREET,

EARL SHILTON, LEICESTER.

Phone, Earl Shilton 3321-2-3. 916-173

THOMAS S. WHITNEY AND CO., LTD.
MAIN FORD DEALERS.
279-283 SCOTLAND ROAD,
LIVERPOOL, 5.

Phone, North 3191 (10 lines).

1959 October, BEDFORD 7-ton diesel tipper, 13-ft. steel body, £700.

1957 September, BEDFORD 7-ton 100 diesel platform, £660.

1958 August, THAMES Trader diesel articulated unit (no coupling), £500.

1956 November, B.M.C. Austin petrol tipper, 13-ft. wooden body, £250.

1956 March, BEDFORD 7-ton platform, 17-ft. 6-in. Perkins diesel, automatic lubrication, £150.

1955 November, BEDFORD 5-ton diesel high-side wooden body tipper, long wheelbase, £400.

1954 October, BEDFORD 5-ton diesel wooden body tipper, medium wheelbase, £350.

1954 July, B.M.C. 5-ton diesel platform, long wheelbase, £275.

1954 December, B.M.C. 5-ton diesel drop-side long wheelbase, £250.

1954 November, BEDFORD 5-ton diesel wooden body tipper, medium wheelbase, £400.

1954 SEDDON 7-ton diesel platform, Perkins engine, long wheelbase, £175.

1954 SEDDON 7-ton diesel drop-side Perkins engine, long wheelbase, £175.

1955 B.M.C. Morris 7-ton diesel platform, long wheelbase, £150.

MOST models Thames Traders for immediate delivery.

916-174
A35

Used Goods Vehicles (contd.)

FORD AND SLATER, L. TD.

LEYLAND, ALBION, SCAMMELL.

OFFICIAL TECALEMIT FITTING STATION.

TIPPERS.

- 1956 BEDFORD 5-ton A-type 13-ft. by 18-in. drop-sided tipper, P6.
1955 BEDFORD 5-ton A-type 13-ft. by 18-in. drop-sided tipper, P6.
1955 BEDFORD 5-ton A-type 12-ft. by 2-ft. steel fixed-sided tipper, petrol.
1954 BEDFORD 7-ton S-type 14-ft. by 4-ft. timber fixed-sided tipper, R6.
1955 COMMERCIAL Q4 P6 9-ft. by 3-ft. timber drop-sided tipper.
1958 COMMERCIAL TS3 with Boys third axle, 18-ft. by 4-ft. timber fixed-sided tipper, air brakes.
1955 DODGE 7-ton R6 14-ft. by 4-ft. timber fixed-sided tipper.
1958 DODGE 7-ton R6 with Boys third axle, 15-ft. 6-in. by 4-ft. timber fixed-sided tipper.
1958 FORD 5-ton H.D. 6D 6-cu.-yd. steel drop-sided tipper.
1958 LEYLAND Comet forward-control, short wheelbase, fitted with Boys third axle, 15-ft. 6-in. by 4-ft. steel fixed-sided tipper.
1956 LEYLAND Comet medium-wheelbase, 14-ft. by 4-ft. 6-in. alloy double-drop-side.
1956 LEYLAND Comet medium-wheelbase, 14-ft. by 2-ft. 6-in. alloy drop-sided tipper, with 18-in. alloy extension.
1955 LEYLAND Comet medium-wheelbase 14-ft. by 2-ft. 6-in. timber drop-sided tipper.
1955 LEYLAND Comet medium-wheelbase 14-ft. by 1-ft. timber drop-sided tipper.
1957 LEYLAND Comet short wheelbase, fitted with Primrose third axle, 16-ft. by 4-ft. timber fixed sides.
1958 LEYLAND Comet, medium wheelbase normal control 14-ft. by 2-ft. timber drop side.
1959 LEYLAND Comet, short wheelbase, forward control with Eaton Hendrickson third axle, 15-ft. 6-in. by 2-ft. 9-in. timber fixed sides.

PLATFORM.

- 1956 ALBION Reiver, 22-ft. timber platform.
1955 ALBION Reiver, 22-ft. timber platform.
1958 ALBION Chieftain, 18-ft. timber drop side.
1954 LEYLAND Comet, forward-control, medium-wheelbase 16-ft. 6-in. alloy flat.
1953 LEYLAND Comet normal-control medium-wheelbase 16-ft. 6-in. timber flat.
1957 BEDFORD 7-ton 300 diesel 16-ft. 6-in. timber drop-side.
1956 BEDFORD 7-ton R6 16-ft. timber flat.
1956 BEDFORD 5-ton P6 16-ft. timber flat.
1957 A.E.C. Mercury with Eaton Hendrickson third axle, 21-ft. 3-in. timber drop-side.
1952 E.R.F., 6LW, 24-ft. timber drop-side.
1957 LEYLAND Comet model ECOS2/4R forward control, 20-ft. timber drop-side.
1950 LEYLAND Comet 75, medium wheelbase, normal control, 16-ft. timber drop-side.
1953 ATKINSON SLW, 20-ft. timber drop-side, £350.
1953 THORNycroft 7-ton, 18-ft. timber drop-side.
1957 COMMERCIAL TS3, 19-ft. timber drop-side.
1956 COMMERCIAL TS3, 16-ft. 6-in. timber drop-side, 3 tons.
1958 COMMERCIAL TS3, 16-ft. 6-in. timber drop-side, air brakes.
1956 DODGE 6-ton, P6, 17-ft. timber flat.
1955 DODGE 6-ton, P6, 16-ft. timber drop-side.
1954 DODGE 6-ton, P6, 17-ft. timber flat.
1957 FORD Thames 4D, 16-ft. 6-in. timber drop-side.
1951 FORD Sussex, P6, 18-ft. 6-in. timber drop-side.

TRACTOR UNITS.

- 1958 B.M.C.-SCAMMELL tractor unit.
1957 BEDFORD 8-ton tractor, Meadows engine, complete with Scammell 23-ft. 10-ton flat trailer.
1958 MORRIS 5-ton Scammell tractor.
1958 FORD Trader 6D tractor, fitted with a Carri-more 23-ft. trailer, fixed-pin-type coupling.

VANS.

- 1956 ALBION Claymore 900-cu.-ft. alloy boxvan.
1956 ALBION Chieftain 900-cu.-ft. boxvan.

FORD AND SLATER, L. TD.

LEYLAND, ALBION,

GWENDOLEN ROAD, LEICESTER.

Phone 36117-9.

916-511

- 1952 A.E.C. 4-wheel drop-side.
1957 ALBION Reiver, drop-side 21-ft. 6-in. body, choice of four.
1956 ALBION Chieftain drop-side.
1958 B.M.C. 7-ton drop-side, power steering, 2-speed rear axle.
1956 BEDFORD diesel long-wheelbase tipper.
1958 DODGE twin-steer drop-side, Leyland engine.

PART-EXCHANGES.

HIRE-PURCHASE.

COMMERCIAL MOTORS (CLAY CROSS), L. TD.

CLAY CROSS, DERRY.

Phone, Clay Cross 3302—night extension.

916-1

Used Goods Vehicles (contd.)

COMBERHILL MOTORS, L. TD.

INGS ROAD, WAKEFIELD.

(6771, 10 lines).

- NEW ATKINSON L1786X (Gardner 6LX) 17-ton 8-wheel Milshaw 23-ft. alloy tipper, 40 x 8.
NEW ATKINSON L1366X (Gardner 6LX 150 b.h.p.) 6-wheel double-drive tractor unit, power steering.
NEW ATKINSON L1265T (Gardner 5LW) 12-ton light-weight 6-wheeler, single drive chassis-cab on 22-ft. platform, Eaton axle, also available as Milshaw 18-ft. alloy tipper, Atkinson's latest addition to range, unladen weight (chassis-cab) 5½ tons (approx.).
NEW ATKINSON L746X (Gardner 6LX 150 b.h.p.) 4-wheel tractor, fit with wheel coupler.
NEW ATKINSON 644 (Gardner 4LW) 8-10-ton 4-wheel short-and medium-wheelbase 12-ft. and 15-ft. Milshaw and Autolifts steel or alloy tippers, from stock.
NEW MERCEDES-BENZ LK327 and LP327 9-10-ton medium- and long-wheelbase chassis cabs and platform trucks, also complete tippers from stock.
NEW COMMERCIAL (Rootes) diesel 6-wheeler (Unipower third axle) Milshaw 18-ft. coal-coke alloy tippers.
1960 ATKINSON L1786X (Gardner 6LX engine), 17-ton 8-wheel double-drive 24-ft. platform.
1960 59 ALBION Reiver (Leyland Comet engine) 6-wheeler double-drive Milshaw twin-ram 17-ft. alloy tippers, choice of two.
1959 ATKINSON L746XA (Gardner 6LX) 4-wheel tractor with B.T.C. 2-ft. 6-in. 4-in. line trailer.
1959 ALBION Caledonian (Leyland 600 9.8-litre) 17-ton 8-wheel double-drive Pilot twin-ram 20-ft. Homalloy tipper.
1959 ALBION Clydesdale (Leyland Comet diesel) 8-9-ton 4-wheel Milshaw 13-ft. alloy tipper.
1959 THORNycroft Trinity 17-ton 8-wheel, 25-ft. alloy drop-side, air brakes, 40 x 8.
1959 ATKINSON S644LW (Gardner 4LW) 8-10-ton 4-wheel Edbro 12-ft. alloy tipper.
1959 ATKINSON M644LW (Gardner 4LW) 8-10-ton 4-wheel Milshaw 15-ft. alloy tipper.
1959 ATKINSON L1786 (Gardner 6LW) 17-ton 8-wheel 24-ft. drop-side, mileage 40,000.
1959 BEDFORD SS1 and J6 (Bedford diesel) 7-ton 4-wheel steel tippers, choice of two.
1959 MORRIS (B.M.C. 5.1-litre) 4-wheel 120-in.-wheelbase tractor, fifth-wheel coupler.
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1957 A.E.C. Mercury Mark II (7.75-litre) 8-10-ton 4-wheel 21-ft. platform, 9,000 x 20.
1956 ALBION Reiver 6-wheel double-drive 22-ft. platform truck, Michelin C20, choice two.
1955 54 FODEN FG-15 (Gardner 6LW) 8-wheel double-drive Milshaw twin-ram 25-ft. tippers.
1955 LEYLAND Octopus (600 9.8-litre) 8-wheel double-drive Pilot 22-ft. tipper.

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 1959 FORD Trader 6D medium-wheelbase double-ram tipper, steel body, £775.
 1959 FORD Trader 6D short-wheelbase tipper, steel drop-side body, £725.
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1958 COMMER TS3, 2-stroke engine, 18-ft. platform body.
1958 COMMER TS3, 2-stroke engine, 18-ft. platform body.
1958 AUSTIN (B.M.C.) 7-ton, 6-cylinder diesel engine, 2-speed axle, 17-ft. platform body.
1955 FODEN 6-wheeler, 6LW engine, double drive, 24-ft. platform body.
1957 BEDFORD 5-type tractor unit, Leyland engine, fifth-wheel coupling.
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1959 DODGE 6-wheel tipper, Leyland engine, Eaton Hendrickson third axle, 19.5 ft. 6-in. steel body.
1960 Thames Trader, 6D engine, 17-ft. 6-in. alloy platform body.
1959 GUY Warrior tractor unit, Leyland engine, Primrose 25-ft. semi-trailer.
1959 60 A.E.C. Mercury Mark II, 21-ft. platform body.
1953 E.R.F. 6-wheeler, 6LW engine, double drive, fitted with steel tank.
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1952 DENNIS Jubilat, 6-cylinder diesel engine, 5-speed, double drive, 24-ft. platform body.
1953 ATKINSON short-wheelbase twin-steer tipper, 6LW 12-ft. 6-in. tipping body.
1948 SEDDON Perkins P6 engine, 5-speed, 17-ft. 6-in. alloy platform body.
1952 BEDFORD 6-cylinder petrol engine, 30-cwt. drop-side body.
1956 ALBION Reiver 6-wheel tipper, modern cab, Albion engine, double drive, 14-ft. tipping body.
1956 ATKINSON tractor unit, 6LW, fifth-wheel coupling, air brakes.
1956 GUY Warrior short-wheelbase tipper, Meadows engine, 2-speed axle.
1958 BEDFORD 7-ton drop-sided truck, Bedford engine, 2-speed axle, choice of three.
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FORD Trader 6D boxvan, 1959, 800 cu. ft., rear shutter.
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A38

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1948 ALBION 8-wheeler, good condition, choice of two, £485.
1948 ATKINSON 8-wheeler, good condition, 6LW engine, choice of two, £500.
1948 ALBION 6-wheeler, good condition, choice of three, £300.
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1946 LEYLAND Beaver, good condition, £325.
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1958 (Late) Thames 15-cwt. van, with heater, excellent order, £275.
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1957 DODGE 6-ton diesel tipper, 6-cu.-yd. steel drop-side body, very clean, £645.
1956 DODGE 6-ton short-wheelbase diesel tipper, 6-cu.-yd. body, choice of two from £545.
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1955 DODGE long-wheelbase tipping vehicle.
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1953 BEDFORD 7-ton petrol engine long-wheelbase truck, fitted with Burtonwood tail lift, £300.
1953 BEDFORD 7-ton petrol engine long-wheelbase drop-side wood 6-cu.-yd. tipper, £345.
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36-42 EYE ROAD.

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1959 (Late) COMMER TS3 and tipper, 5-speed gearbox, air brakes, 9.00 x 20 tyres.
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1956 ALBION Reiver, Comet engine, 23-ft. cattle box container.
1957 B.M.C. boxvan, approx. 1,100 cu. ft.
1957 December, B.M.C. 7-tonner, fitted Boys 6-wheeler extension, Eaton 2-speed axle.

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BEDFORD 1956 7-ton long-wheelbase tipper, Meadows diesel.
BEDFORD, 1959, with Boys third axle, Bedford diesel engine, 2-speed axle, 22-ft. drop-side body.
COMMER TS3, 1957, with Boys third axle, 22-ft. platform body.
COMMER Superpoise, 1953 articulated, with low-loader semi-trailer, P6 engine.
COMMER Avenger coach, 1950 Albion engine, certificate of fitness two years.
LEYLAND Octopus 1960 long-wheelbase tipper, as new.
BEDFORD 1957 7-ton, long-wheelbase platform body, Bedford diesel engine.
LEYLAND Steer, 1956, 600 engine, platform body, air brakes, and 4-wheeled Dyson trailers.
COMMER TS3, 1956, long-wheelbase tipper.
FODEN 8-wheeler, 1953, 6LW 24-ft. platform body.
THAMES Trader, 1960, short-wheelbase steel-bodied tipper.

TERMS AND PART-EXCHANGES

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1956 BEDFORD 5-ton petrol tipper, £320.
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1953 AUSTIN Loadstar P6 diesel truck, £150.

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1956 COMMER TS3, flat, mainly rebuilt, 14-ply tyres, £495.
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1954 7-ton BEDFORD truck, good tyres, taxed, £195.
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Phone, Peterborough 66011.

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Phone, Bedford 68386.

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 1956 FORD 3-ton 4D truck, £330.
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PLAXTON Embassy 41-seater, fitted Perspex quarters, 2-tone Formica side panels, heater, radio, etc., interior red-patterned moquette, exterior cream.

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DUPLE Yeoman 41-seater coaches, with extras and colours to your choice, 3-4-weeks delivery.

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1956 BEDFORD Super Vega 41-seater, full-luxury Duple body, fitted with heaters, Formica side panels, interior red moquette, exterior red and blue, certificate of fitness 1966.

1955 COMMER TS3, 39-seater full-luxury Plaxton Ventura body, fitted with heater, lift-up roof vents, in good clean condition throughout, certificate of fitness 1964.

1955 A.E.C. RELIANCE 41-seater, full-luxury Burlington body, fitted with heater, lift-up roof lights, in clean condition throughout, certificate of fitness 1965.

1953 SENTINEL 41-seater, full-luxury Plaxton body, fitted with heater, Formica side panels, in good clean condition throughout, certificate of fitness 1963.

1952 BEDFORD Super Vega 37-seater, full-luxury Duple body, fitted heaters, interior red moquette, good clean condition throughout, certificate of fitness 1962.

1951 BEDFORD Vega, 7 ft. 6 in. wide, 31-seater full-luxury Duple body, fitted heater, Formica side panels, good clean condition throughout, certificate of fitness 1966.

A.E.C. 9.6 oil engine, 41-seater full-luxury Harrington body, fitted with Formica side panels, heater, good clean condition throughout, certificate of fitness 1965, choice of two.

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1948 LEYLAND PD14, fitted Charles Roe and Massey metal and teak, low-bridge and high-bridge 53- to 52-seater double-decker bodies with PD1 7.4 diesel units, crash boxes, certificates of fitness 1962-61, choice of eight, price £350-£400.

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1952 LEYLAND Beadles, first registered June 1952, with Beadle all-metal 35-seater Continental full front, full luxury bodies, special high-backed luxury seating, etc., in immaculate mechanical and body condition, certificate of fitness 1962, choice of three, price £900.

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1952 A.E.C. Regal Mark III with full-front Plaxton 37-seater Continental luxury coach body, no bulkhead, again seasonal use only, recertified this week to 1965, low mileage 9.6 diesel engine, in super mechanical and body condition, price £900.

1950 BRISTOL Harrington half-cab, Continental luxury coaches (seasonal use only), fitted late series low-mileage Bristol AV 9.8 diesel engines (15,000 miles only), in immaculate mechanical and body condition, certificate of fitness 1965-64, choice of six, price £400-£450.

1950-49 A.E.C. Regal Mark III with 33 seats, Plaxton, Duple and Harringtons, full-luxury coach bodies, seasonal use only, 9.6 diesel units, in super mechanical and body condition, certificate of fitness end of 1963, price £500-£550.

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1948-47 BRISTOLS with Eastern Coachworks and Beadles 35-36-seater thin-wall all-metal service saloon bodies, fitted low-mileage late series 5LW Gardner engines, in immaculate mechanical and body condition, certificate of fitness 1962-61, choice of eight, price £350-£400.

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1951 AUSTIN 14-seater, high-back coach seating, under 4,000 miles, cream and green, £175.

GENEROUS PART-EXCHANGE ALLOWANCE.

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IMMEDIATE DELIVERY FROM STOCK—

BEDFORD SB3, petrol engine, Duple 41-seater Super Vega, glass roof quarters, heater, radio and many other extras, finished red and cream.

BEDFORD SB3, petrol engine, Harrington Crusader 41-seater, glass roof quarters, radio, Formica panels, other extras fitted, finished cream.

BEDFORD SB1, 300-cu.-in. oil engine, Harrington 41-seater Crusader, glass roof quarters, Formica panels, radio and other extras, finished cream and red.

BEDFORD SB1, 300-cu.-in. oil engine, Plaxton 41-seater Embassy, glass roof quarters, Formica panels, radio and other extras fitted, finished cream and red.

BEDFORD SB1 300-cu.-in. oil engine, 5-speed gearbox, fitted Duple 41-seater Super Vega, glass roof quarters, Formica panels and other extras, finished cream.

NEW COACHES SUPPLIED ON ALL MAKES OF PASSENGER CHASSIS.

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LEYLAND Leopard chassis, fitted with Duple Britannia front-entrance 41-seater, glass roof quarters, heaters, walnut panels, extras to choice, moquette and exterior colours to order, low only.

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CHOICE of 12 1951-55 33-38-seater Duple, Plaxton, Harrington, Harrington coaches, petrol and diesel engines, all with current certificates of fitness.

CHOICE of several 1946-50 BEDFORD 29-seater Duple Vista coaches, with current certificates of fitness.

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916-28

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1956 BEDFORD SB3 41-seater, Formica sides, red moquette, heaters, £2,250.

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1952 BEDFORD 33-seater Duple, red pattern moquette, heaters, certificate of fitness 1962, £975.

PLEASE WRITE OR TELEPHONE FOR OUR LATEST LIST OF QUALITY TESTED COACHES.

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NEW BEDFORD SB1, fitted 41-seater Duple, red interior.

NEW FORD Trader, 41-seater Duple Yeoman bodies, K-type moulding, red interior, choice of colours.

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1959 BEDFORD SB1, Duple 41-seater, £3,100.

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1955 A.E.C. Reliance 41-seater Harrington, certificate of fitness 1965, £2,200.

1955 BEDFORD 38-seater, £1,675.

1955 BEDFORD 36-seater Harrington, immaculate, £1,500.

1955 BEDFORD 36-seater, Trans-United body, £1,100.

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1954 BEDFORD 37-seater Harrington, certified to 1964 £1,250.

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1953 DAIMLER 37-seater Harrington, certificate of fitness 1961, £1,100.

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1951 BEDFORD 33-seater, just certified to 1965, £750.

1950 FODEN 33-seater Plaxton 6LW, certified to 1963, £550.

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1947 LEYLAND, fitted 1953 Plaxton 35-seater body, no bulkhead, certified for four years, £850.

LARGE selection of full-front and half-cabs carrying certificates of fitness. Leyland, Maudslay, Daimler, A.E.C. and Bedford, prices ranging from £200 each, special clearance.

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1952 33-seater BEDFORD Duple, quarter lights, 7 ft. 6 in. wide, radio and speech amplification, new engine fitted September, 1950, good all-round condition, certificate of fitness 1962, maroon exterior.

1961 Thames Duple 41-seater, ex-demonstration model, all extras fitted, one only now.

1961 Thames Duple 41-seater, K-type moulding, choice of two.

1959 41-seater BEDFORD Duple, diesel, all extras, low mileage, certificate of fitness 1965, red interior, maroon and grey exterior.

1954 36-seater BEDFORD, Perkins, quarter lights, Formica sides, certificate of fitness 1965.

1948 ALBION 33-seater, booster gear.

1948 ALBION 41-seater, booster gear.

1948 LEYLAND T51, 33-seater.

1950 MAUDSLAY 35-seater 7.7 engine.

CHOICE of three 1948 A.E.C. 7.7 Regal 32-seaters.

1953 37-seater Vega, Duple.

1960 41-seater BEDFORD, diesel, Duple body.

WANTED good 1960 SB1 and SB3 41-seaters, Duple, Plaxton or Harrington, Contact Ralph Grill, Coach Sales Representative, immediately. Good part-exchange prices. H.P. and insurance arranged promptly.

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256 BOROUGH HIGH STREET, S.E.1.

Waterloo 5991.

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July 7, 1961—THE COMMERCIAL MOTOR 65

(Supplement)

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S.M.T.

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EXAMPLES FROM OUR LARGE AND COMPREHENSIVE STOCK INCLUDE—

1960 BEDFORD Duple SB1 41-seater, extras include heaters, top sliding windows, plastic headrest covers, wheel discs front and rear, as new condition.

1959 BEDFORD Plaxton 41-seater, exterior red and cream, red moquette, Formica side casings, top sliding windows, plastic headrest covers, wheel discs, low mileage top quality vehicle.

1957 BEDFORD Plaxton 41-seater, exterior ivory with blue-grey Metallichrome, Formica side casings, glass roof quarters, inswung parcel racks, radio-public address, and many other extras, this is a top quality vehicle, ex a well known Continental touring fleet.

1956 BEDFORD Duple 41-seater coaches, exterior ivory and red, seating in red patterned moquette, many extras, choice of two top quality machines.

1955 BEDFORD Plaxton 36-seater, certificate of fitness 1965, exterior ivory with blue-grey Metallichrome, ex a well-known Continental touring fleet, many extras.

1954 BEDFORD Duple 36-seater, R6 engine, certificate of fitness 1964, exterior blue and cream with blue moquette seating, Formica side casings, heater, a fresco coach.

1952 BEDFORD Duple 33-seater, certificate of fitness February 1962, red below waist moulding, ivory above, fitted Formica side casings, glass roof quarters, amber roof panels, tubular racks and heater, it has beige floral pattern moquette, a clean and very bright coach.

1951 LEYLAND Royal Tiger Window 39-seater coach, many extras and very reasonably priced.

1951 A.E.C. Yeates 41-seater, centre entrance full luxury coach, bargain.

1952 BEDFORD Duple 28-seater, certified to April 1962, finished in green and cream, this coach is fitted with heaters, upholstered in a red patterned moquette, reclining seats, upholstered in a red patterned moquette, the extras include roof quarter lights, radio, heater and parcel racks, this is a very clean coach.

1950 LEYLAND Harrington 37-seater, certificate of fitness 1963, exterior two-tone blue, blue moquette.

1955 COMMER Duple 41-seater diesel, certificate of fitness May 1965, 2-speed rear axle, exterior red and cream, public address, heaters, plastic headrest covers, mechanically very sound indeed and well typed.

AND MANY OTHERS INCLUDING EXCELLENT SELECTION OF HALF-CAB 33-SEATERS CROSSLEY, AND FODEN-PLAXTON 33-SEATERS WITH 6LW ENGINES AT VERY REASONABLE PRICES.

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TECALEMIT SYNDROMIC AND A.C.L.

AUTOLUBRICATION.

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FORD THAMES P.S.V. DEALERS.

1960 Ford Thames, Duple 41-seater, blue interior, heaters, Formica casings, etc., exterior two shades blue with K-type moulding, £3,550.

1956 BEDFORD, petrol, Duple Super Vega 41-seater, red interior, heater and radio, exterior recently repainted red and cream, certified 1966, £2,485.

1956 BEDFORD, Plaxton 37-seater, cream and green exterior, certified December, 1965, £2,285.

1955 Model BEDFORD, Duple Super Vega 38-seater, red interior, heater, Formica casings, exterior cream and maroon, certified November, 1964, £1,785.

1954 BEDFORD, Yeates Riviera 36-seater, red interior, with heater, exterior maroon and grey, certified 1964, most attractive, £1,685.

1954 A.E.C. Mark IV, Harrington Seagull 39-seater, red interior with heating, exterior grey and red, certified 1965, £1,485.

1953 FODEN, Gardner rear engine, ACB 41-seater luxury coach, certified 1964, £1,150.

1953 BEDFORD, Duple Super Vega 37-seater maroon interior with heater, exterior recently repainted, choice of two, cream-blue and cream-maroon, certified 1963, price £1,450.

1952 A.E.C. Mark IV, Plaxton 39-seater, green interior with heating, exterior grey and red, £1,385.

1952 BEDFORD, Plaxton 33-seater, blue interior, heater, exterior two shades blue, £1,185.

1952 BEDFORD, Duple Super Vega 35-seater, blue interior with heater, exterior cream, certified May 1962, price £1,185.

1951 LEYLAND Royal Tiger, Bellhouse Hartwell 41-seater, red interior with heaters, exterior grey and red, certified 1963, price £1,285.

1950 MAUDSLAY 7.7, Plaxton 33-seater, exterior grey and red, certified 1963, £415.

1950, 37-seater, green interior, exterior recently repainted red and cream, certified 1963, price £750.

CHOICE of several 1946-47-48 certified BEDFORD 29-seaters at £125-£150.

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FARNHAM TRADING ESTATE,
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Phone, Farnham 4626-7 and 3227, 8 a.m. to 6 p.m.
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WE can offer immediate delivery of the following new vehicles:—
NEW BEDFORD SB1 diesel, 5-speed gearbox, Duple body, red interior, finished in cream, list price.
NEW BEDFORD SB3 petrol, Duple 41-seater body, red interior, Formica sides, red-gold exterior, list price.
1961, December, TROJAN 13-seater luxury coach, as new, low mileage, certificate of fitness December, 1967, £1,275.
1959 BEDFORD petrol Duple 41-seater, glass roof quarters, heaters, red interior, maroon-ivory exterior, choice of two immaculate vehicles, £2,975.
1959 BEDFORD PSV 11-seater, green-cream exterior, certificate of fitness 1966, £450.
1959 FORD Thames 11-seater, face-forward seats, cream-green exterior, one owner, certificate of fitness 1966, £450.
1958 BEDFORD Vega 41-seater, red interior, green exterior, very clean, certificate of fitness 1965, £2,475.
1957 BEDFORD Vega, fitted new 300 diesel engine, red interior, red-maroon exterior, certificate of fitness 1964, £2,850.
1957 BEDFORD Vega 41-seater, Duple body, red interior, red-maroon exterior, heaters, certificate of fitness 1964, £2,575.
1957 BEDFORD Burlingham 37-seater, red interior, gold-maroon exterior, certificate of fitness 1964, £2,500.
1953 BEDFORD Duple Super Vega 35-seater, lift-up vents, green interior, cream exterior, certificate of fitness 1963, £1,350.
1952 DENNIS Falcon, 4.5-litre engine, Eaton 2-speed axle, Plaxton 35-seater body, red interior, cream-blue exterior, £595.
1952 BEDFORD Vega 33-seater, red interior, heater, clean vehicle, certificate of fitness 1962, 1950.
1952 BEDFORD Plaxton 33-seater, autumn interior, certificate of fitness 1962, blue-cream exterior, £975.
1952 BEDFORD Vega 36-seater, red interior, red-cream exterior, fitted heaters, £1,250.
1952 BEDFORD Vega 33-seater, autumn tint, red-cream exterior, very clean, certificate of fitness 1963, £1,250.
1952 DENNIS Lancet J/10A 37-seater, Strachan full-front body, green interior, certificate of fitness April, 1962, £250.
1950 DAIMLER CVD 6SD Gurney Nutting 35-seater, lift-up vents, red interior, red-grey exterior, certificate of fitness December, 1962, £670.
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DON EVERALL (COMMERCIAL VEHICLES), LTD.,
34 CLEVELAND ROAD,
WOLVERHAMPTON.
PASSENGER TRANSPORT SPECIALISTS.

1960 FORD Trader diesel 41-seater Burlingham coach, £3,200.
1959 BEDFORD petrol 41-seater Duple Super Vega coach, exterior blue and cream, interior red, £2,900.
1959 COMMER Avenger 41-seater Duple coach, Michelin X tyres, air brakes, heaters, painted to your instructions, etc., £3,200.
1956 COMMER TS3 41-seater Plaxton coach, heater, glass roof quarters, etc., recertified 1966, £2,500.
1956 BEDFORD petrol 41-seater Burlingham coach, heaters, etc., certified 1966, £2,100.
1956 57-58 COMMER Avenger 41-seater Duple Beadle coaches, ex our own fleet, choice of 10, immediate delivery, £2,450-£3,000.
1954 GUY Arab lightweight, 6HLW Gardner under-floor diesel engine, fitted 41-seater Burlingham Scagull coach body, engine and body have been overhauled certified 1964, £2,200.
1953 BEDFORD petrol 35-seater Duple coach, glass roof quarters, heaters, etc., red and cream exterior, certified 1963, £1,350.
1953 BEDFORD petrol 35-seater Burlingham coaches, certified 1963, £1,300; choice of two.
1952 BEDFORD petrol 35-seater Duple coach, 8 ft. wide, glass roof quarters, heaters, etc., certified 1962, £1,100.
1951 BEDFORD petrol 33-seater Duple coach, 7 ft. 6 in. wide, glass roof quarters, etc., being recertified, £850.
1950 DAIMLER CVD6 37-seater Wilkes and Mead coach, certified 1964, £600.

50
DIESEL 33-SEATER HALF-CAB AND 29-SEATER PETROL COACHES AT £150-£500, OR AVAILABLE FOR HIRE FOR SHORT OR LONG PERIODS.
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469-475 HOLLOWAY ROAD, LONDON, N.7.
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1960 BEDFORD diesel 41-seater Super Vega, exterior grey-pink.
1959 BEDFORD petrol 41-seater, exterior blue-grey, certificate of fitness 1966.
1959 BEDFORD diesel 41-seater, 7-ft, 6-in. Duple Super Vega, moquette red, exterior cream-red, certificate of fitness 1966.
1959 BEDFORD 3 petrol 41-seater Super Vega, exterior grey-blue.
1958 BEDFORD diesel 41-seater Super Vega, exterior ivory and maroon.
1957 BEDFORD petrol 41-seater, exterior blue-cream, certificate of fitness to April, 1964.
1956 BEDFORD petrol 41-seater, exterior green, certificate of fitness 1966, choice of two.
1956 BEDFORD petrol 41-seater, exterior cream, certificate of fitness 1966, choice of two.
1955 COMMER, 39-seater Strachan body, TS3 diesel, exterior cream-green, certificate of fitness to 1965.
1955 BEDFORD petrol 38-seater Super Vega, exterior blue-cream, certificate of fitness 1964.
1955 BEDFORD petrol 38-seater Super Vega, exterior ivory-green, certificate of fitness 1965.
1955 BEDFORD petrol 36-seater Super Vega, exterior maroon-grey, choice of two.
1954 BEDFORD petrol 36-seater, exterior green-grey, certificate of fitness March, 1964.
1954 BEDFORD petrol 38-seater Super Vega, exterior cream-red, certificate of fitness 1964.
1954 BEDFORD petrol 36-seater Super Vega, exterior blue-cream, certificate of fitness 1964.
1954 TILLING-STEVENS 37-seater coach, Plaxton body, red upholstery, certificate of fitness to 1964.
1953 BEDFORD 35-seater diesel Duple Super Vega, exterior cream-red, certificate of fitness July, 1963.
1952 BEDFORD petrol 37-seater Gurney Nutting, exterior maroon-cream, certificate to January, 1962.
1952 BEDFORD petrol 33-seater, exterior buff, certificate of fitness December, 1962.
1951 MAUDSLAY, A.E.C. oil engine, 33-seater Bellhouse-Hartwell, certificate of fitness August, 1963.
1951 BEDFORD petrol 35-seater, exterior red, certificate of fitness August, 1961.
1951 BEDFORD petrol 33-seater, exterior green-grey, certificate of fitness 1961.
1948 DENNIS 33-seater, Churchill body, exterior cream-blue, certificate of fitness 1963.
1948 LEYLAND PS1 33-seater Harrington, exterior blue-cream.
1947 DENNIS 35-seater, exterior blue-cream, certificate of fitness 1962.
EXPORT inquiries invited.
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COMBERHILL MOTORS, LTD.,
INGS ROAD, WAKEFIELD.

NEW 1961 BEDFORD SB1 diesel 41-seater Plaxton Embassy, heater, radio, three weeks' delivery.
NEW FORD Trader diesel 41-seater Plaxton Embassy, certified 1968, one owner, available.
1959 BEDFORD SB1 petrol 41-seater Duple Super Vega, choice two, Tripax quarter lights, heater, radio, immaculate condition. (One 7 ft. 6 in. wide.)
1959 BEDFORD SB3 petrol 41-seater Burlingham Scagull, heater, certified 1966, 21,000 miles.
1958 57 BEDFORD SB3 petrol 41-seater Duple Super Vega, heaters, choice four.
1958 56 COMMER TS3 (Rootes diesel) 41-seater Duple Super Vega, heaters, choice six.
1957 COMMER TS3 diesel 41-seater Beadle Rochester certified 1964, heater.
1956 BEDFORD SB3 petrol 41-seater Burlingham Scagull, heater, certified 1966.
1955 COMMER TS3 diesel 39-seater Thurgood, certified 1965, heater, luxury seating.
1954 GUY Arab (Gardner 6LW) 41-seater Burlingham Scagull, heater, certified 1964.
1954 A.E.C. Reliance (7.75) 41-seater Burlingham Scagull, heater, radio, 2-tone grey.
1954 53 BEDFORD SB petrol 36-33-seater Burlingham Scagull, certified 1965-62; choice two.
1953 51 BEDFORD S8 (petrol), 33-38-seater Duple Vega, Plaxton Envoy, Yeates Riviera and Gurney Nutting, choice several, all certified.
1952 A.E.C. Mark IV (9.6-litre) 41-seater Yeates, certified 1962, heater fitted, dual blue.
1952 A.E.C. Regal Mark IV, 9.6-litre, 41-seater Burlingham Scagull, heater, radio, choice two.
1952 LEYLAND Royal Tiger, 9.8-litre, 41-seater Burlingham Scagull, cream-red, heater, radio.
1950 BEDFORD Vista (28 h.p. petrol) 29-seater Duple, choice two, certified 1964-63.
FODEN FE6 (Foden Mark II two-stroke engine), Whiston body damaged, chassis sound, £295.
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CHOICE of several GUY Arab double-deck buses, high-bridge, 51W Gardner engine, certificate of fitness to 1964, ex private company, well maintained with reasonable tyres (not slaves), £250 each upwards.
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ACTUALLY IN STOCK AND READY FOR IMMEDIATE SERVICE.

1954 Tiger Cub full luxury coach, finished duo blue, in superb condition throughout, with full de luxe seating, good tyres and certified May, 1964, £1,450.
1952 A.E.C. Mark IV luxury coach, finished red and cream, this is a genuine 1952 machine with underfloor engine, 39 seats, certified June, 1962, £900.
1952 SENTINEL underfloor diesel-engine full luxury coach, in immaculate condition throughout with forced-feed air conditioning, Perspex quarter panels and many extras, this coach is ideal for export, it being 33 ft. long and left-hand drive, booster seats, good tyres, etc., £875.
1949 LEYLAND OPSI 35-seater service buses, exceptionally strong, clean vehicles, certified 1962-63 and ready for immediate work, £325 each.
1947 48-49 LEYLAND Super PS1 bus and coach, dual-purpose machines, all these vehicles are exceptionally clean and have been religiously maintained, all fitted with new or guaranteed service batteries, £375 each.
1949 35-seater GUY service buses, fitted Gardner 5LW engines, all in very lovely order and condition, £325 each.
1948 DAIMLER CVD6 35-seater service coaches with Daimler diesel engines, very clean and certified 1962-63, £320 each.
BRISTOL 35-seater service buses, all with Gardner 5LW diesel engines and 5-speed gearboxes, these buses are practically unmarked and are fully guaranteed, all certified 1962-63, £340 each.
A.E.C. Double-deckers, 1949, machines, with 9.6 engines and full air brakes, high and low bridge, all certified 1962-63 and ready for immediate service, £295-£395 each.
LEYLAND, A wonderful fleet of high-bridge double-deckers, in superb condition throughout, 1950-51 bodies, immaculate, all certified £295 each.
GUY low-bridge double-deckers, with Gardner 5LW engines and 1952-53 bodies, all seats, etc., as new, £295 each.
ALL the above vehicles carry our three months' guarantee and are fitted with good serviceable or new batteries.

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3 BLACKFRIARS ROAD,
SALFORD, 3.
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916-516

THE MILLBURN ORGANIZATION
OFFER IMMEDIATE DELIVERY.

NEW FORD Thames Burlingham Scagull 41-seater de luxe.
1959, June, BEDFORD Super Vega Duple 41-seater luxury coaches, cream exterior, certificate of fitness 1966.
1959 BEDFORD Yeates de luxe 41-seater, blue and cream, certificate of fitness 1966.
1958 COMMER TS3 Duple 41-seater cream and red, certificate of fitness 1965.
1958 BEDFORD Leyland diesel unit, 40-seater Duple bus type body, high-back seating, luggage boot, green and cream, certificate of fitness 1965.
1955 ATKINSON Gardner 35-seater underfloor unit, Scagull 39-seater de luxe, brown and cream, certificate of fitness 1965.
1955 BEDFORD Duple 36-seater, R6 diesel unit, certificate of fitness 1965.
1951 LEYLAND PS2 Burlingham full-front 33-seater coach.
1948 LEYLAND PD1 high-bridge M.C.W. 56-seaters (choice of five).
1947 LEYLAND PD1 high-bridge Leyland all-metal 56-seaters; these vehicles have just come off service in excellent condition and certified up to 1964 (choice of nine).
1946 LEYLAND PD1 high-bridge, 56-seater M.C.W. coachwork.
A Number of 1949-50 Alexander all-metal frame 53-seater low-bridge double-deck buses, excellent order, certificates of fitness up to 1963.
1948 A.E.C. 7.7 Burlingham 36-seater bus, certificate of fitness to 1963.
A Number of A.E.C. 7.7 and Leyland PS1 34- to 36-seaters, suit public works contractors, bargain prices.
A Number of Leyland TS7 with 7.4 engines and fitted 1949 Burlingham 35-seater bus bodies.
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W. HAROLD PERRY, LTD.,

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1954, December, COMMER TS3 Plaxton 41-seater, Eaton 2-speed, certificate of fitness, 1964.
1948 DENNIS Lancet, Yeates 35-seater, certificate of fitness 1962.

PART-EXCHANGE.

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TWO new 1961 FORD Duplex for immediate delivery.
1960 FORD Burlingham 41-seater.

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1958 BEDFORD petrol 41-seater. Burlingham body.

1956 BEDFORD petrol 41-seater Duple, new certificate of fitness.
1954 BEDFORD 36-seater Yeates, exceptionally clean vehicle, excellent tyres.

1953 GUY 41-seater Metalcraft, recently repainted and re-seated, certificate of fitness 1963.
1951 BEDFORD Duple.

1951 LEYLAND Royal Tiger 41-seater, Harrington body, certificate of fitness 1963, choice of two.

WE SPECIALIZE IN PART-EXCHANGE WITH THE EASIEST OF HIRE-PURCHASE TERMS.

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NEW 1961 FORD THAMES DUPLES AVAILABLE FOR IMMEDIATE DELIVERY.
SPECIAL BRAKING EQUIPMENT FITTED.

1959 41-seater Duple, choice of two.

1958 41-seater COMMERCIAL TS3 Duple.

1957 37-seater BEDFORD Burlingham.

1955 36-seater BEDFORD Burlingham.

1953 35-seater BEDFORD Burlingham.

1951 33-seater BEDFORD Duple.

1951 41-seater LEYLAND Royal Tiger, Plaxton.

1950 35-seater LEYLAND.

MANY other second-hand coaches of various types to choose from.
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JOHNS CROSS GARAGE, LTD.,
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COMMERCIAL CORINTHIAN.

BURLINGHAM SEAGULL.

THAMES YEOMAN.

FINISHED TO OPERATORS REQUIREMENTS.

1957 BEDFORD Vega, finished in red and cream, red interior, certificate of fitness 1963, £2,450.

1957 MEADOWS 41-seater in blue, desirable vehicle, certificate of fitness 1964, £1,575.

1956 BEDFORD Vega, one owner, blue, autumn tint, interior, extras, certificate of fitness 1966, £2,350.

1953 DAIMLER Freeline, red and cream, with super luxury interior finish, certificate of fitness 1965, £1,650.

1951 52 BEDFORD Vega 33-seater, choice of two, from £950.

1951 BEDFORD Plaxton Venturer 33-seater, 8 ft., cream with russet interior, many extras, £1,250.

1950 COMMERCIAL 30-seater, above average condition, certificate of fitness 1962, £425.

SEVERAL 1947 onwards BEDFORD Vistas from £250.

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1953 AUSTIN petrol 32-seater Kenex, exterior grey, heaters, one owner, exceptionally clean vehicle, 5-year certificate of fitness to February, 1962, £650.

1950 COMMERCIAL Avenger, petrol, 33-seater, exterior light and dark blue, heater, 4-year certificate of fitness to March, 1964, £580.

THE INVICTA MOTOR ENGINEERING WORKS LTD., Lower Bridge St., Canterbury. Phone 5151.
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Smallwood 225, 226.

NEW 1961 Burlingham 41-seaters.

NEW 1961 Plaxton 41-seaters.

NEW 1961 Duple 41-seaters.

FINISHED TO YOUR OWN SPECIFICATION.

1959 BEDFORD Plaxton, quarter lights and many extras.

1959 BEDFORD Duple 41-seater.

1959 BEDFORD Yeates 41-seater.

1958 BEDFORD Plaxton.

1958 BEDFORD Duple 41-seater.

1956 COMMERCIAL Duple 41-seater.

1955 BEDFORD Burlingham 35-seater.

1953 BEDFORD Plaxton 35-seater.

1953 BEDFORD Duple 37-seater.

1952 BEDFORD Plaxton 33-seater.

1951 52 BEDFORD Duple 33-seater, choice of three.

1951 Mark IV A.E.C. Harrington 41-seater.

WE ARE NOW TAKING ORDERS AND FINISHING INSTRUCTIONS FOR EARLY DELIVERY.

VARIOUS petrol and diesel coaches available for works or contract, some with good certificates of fitness, cheap to clear.

LES GLEAVE, LTD.,
FOURWAYS GARAGE,
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ERRINGTONS OF EVINGTON, LTD.

NEW BEDFORD diesel Duple Vega 41-seater, two weeks delivery.

1955 A.E.C. Reliance Burlingham Seagull 37-seater, radio and heaters, certified 1965, one private owner, excellent condition, £2,375.

1954 BEDFORD (diesel) Burlingham Seagull 36-seater, certified 1963, bargain price, £950.

1952 BEDFORD Duple Vega 33-seater, all extras, £950.

1950 LEYLAND PSI Yeates 39-seater coach, certified 1964, £685.

1949 50 BEDFORD Duple 29-seater, Formica panels, etc., good throughout, £400.

1949 CROSSLEY Yeates 35-seater, certified 1963, £200.

PART-EXCHANGE. HIRE-PURCHASE.

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WE can also give good delivery on most types of new coaches and also have one only Yeates converted Trojan for delivery in three weeks.

WE are also taking finishing instructions for the front-entrance Bedford Yeates—in both full luxury and service bus form contact us now for a demonstration.

FOR everything to do with coaches write, phone or call.

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A.E.C. 9.6 33-seater half-cab, 1949, certificate of fitness to 1963, £250.

A.E.C. 9.6 33-seater full-fronted, 1950, certificate of fitness to 1963.

DENNIS Lancel 35-seater half-cab, 1947, certificate of fitness to 1964, £365.

DENNIS Lancel 35-seater half-cab, 1949, certificate of fitness to 1963.

BEDFORD Vista 29-seater, 1949, certificate of fitness to 1962.

ALL ready to drive away.

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1954 AUSTIN tipper, Perkins P6, large capacity aluminium body about 12 yd., 9.00 x 20 tyres, excellent condition, £160. o.n.o. Commers, 6 yd., Perkins P6, Eaton 2-speed axle, £280. Ford Thames, 3 yd., petrol engine £140.

L. W. VASS LTD., Amphil, Bedford. Amphil 3255. 916-860

FOR sale, two FORD Trader 7-ton diesel-engined tippers, October, 1958, models, in good used condition with 12 yd. Davies and Sons (Transport), Ltd. Llanawel, Llandello. 916-6155

ROYAL ASCOT NURSERIES, Kenet Ride, Ascot. Phone 145.

FOR sale, complete unit unused, Bonalack light alloy U-shaped tipping body, 20 ft. long, 2 ft. 6 in. high x 6 in. 6 in. mean width, 8 in. x 3 in. steel channel sub-frame with Edro Model SE-N twin ram from er tipping assembly, net price £750.

917-6193

453

Miscellaneous Vehicles (contd.)

1957 7-ton DODGE diesel tipper, very good condition, £575.
COUNTY OAK SERVICE STATION, LTD., London Rd., Crawley, Sussex. Phone, Crawley 25475-6-7.
916-507

1955 Registered FODEN 8-wheeler tipper, Homalloy body, exceptionally clean and well maintained, private operator, £1,400. Phone, Hop 3976 after 6 p.m.
916-a5516

1958 COMMER TS3 7-ton tippers, four available, fitted air brakes, very good condition throughout, at £650 each. Arthur Alsop, Ltd., 406 Chepstow Rd., Newport, Mon. 916-88

COMMER 1957 TS3 7-ton tipper, £495.

G. H. KENDRICK, LTD., Carters Green, West Brom. Walsby 0778.

1957 E.R.F. 44(G) bulk tipper, fitted 16-ft. alloy high-sided bulk body, twin-ram gear, one owner. **SELLERS AND BATTY (SALES), LTD.**, Fensgate, Peterborough. Phone, Peterborough 67048. 916-74

1956 DODGE 7-ton short-wheelbase R6 engine, £195.

1959 COMMER TS3 long-wheelbase triple drop-side, Unipower third axle, £1,450.

1954 DODGE 7-ton short-wheelbase R6 engine, £275.

1957 BEDFORD 7-ton long-wheelbase alloy coal body, Comet engine, £800.
ALWAYS 20 new tippers in stock.

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1953 DENNIS tipper, diesel, 5 yd., 24,000 miles, £275. For immediate delivery, new Commer 3-ton diesel van, sliding doors, Toledo red, spare wheel and carrier. Cook, North End Motors, North End Rd., Erith, Kent. Phone 33000. 916-229

1957 BEDFORD diesel 7-cu.-yd. twin-ram tipper, £175. Dickerson Motors, Dunstable, Phone, Dunstable 61608. 916-246

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CROYDON.

Addiscombe 3131. 916-349

1954 A.E.C. Mammoth Major, 9.6 8-wheeler tipper, 21-ft. alloy body, air brakes, 5-speed box, 9.00 x 20 tyres, ideal for coal, coke, etc., £950.

GRANTHAM COMMERCIALS, 97 Barrowby Rd., Grantham. Phone 133. 916-344

1960 BEDFORD 7-ton diesel forward-control fixed-side tipper, £825.

1960 FORD Trader, 7-ton diesel, short-wheelbase, Hydovac brake tipper, £825; choice of 2.

1960 FORD Trader, 7-ton, diesel, short-wheelbase tipper, £725.

DAWNIE MOTORS, LTD., Ewell By-pass, Surrey. Phone, Ewell 2382. 916-425

1957 7-ton DODGE diesel tipper, very good condition, £575.

COUNTY OAK SERVICE STATION, LTD., London Rd., Crawley, Sussex. Phone, Crawley 25475-6-7. 916-466

A. SPRINGALL, LTD.

THAMES Trader, 6 cu. yd., 6D, 1st price.

A. SPRINGALL, LTD., Plumstead Common, S.E.18. 916-382

1960, October, Thames Trader 7-ton Edbro tipper, Hydovac brakes, 9.00 x 20 tyres, in first-class order, £850.

1960 Thames Trader 7-ton Edbro tipper, £750.

1959 B.M.C. 7-ton Telehoist tipper, £650.

1959 BEDFORD 7-ton tipper, 300 engine, 2-speed axle, £650.

1960, October, BEDFORD J-type normal-control 7-ton Telehoist tipper, low mileage, choice of two, £850 each.

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LEYLAND Comet tipper, 1958, 1959 or 1960, good condition, low mileage. J. Ashman and Son, Ltd., Oldbury Rd., Blackheath, Birmingham. B12 57. 918-111

WANTED, Vulcan tipper with Perkins P6 and Eaton 2-speed axle. State price and particulars to—

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FOR sale, Mack tractor, M1, 6 x 6, petrol, with winch, good condition. Apply Box CM1616, care of "The Commercial Motor". 916-a5569

A54

Miscellaneous Vehicles (contd.)

FODEN FE4/14 tractor unit, S.A.E. coupling, air brakes for trailer, good condition, £1,200.

TWO B.M.C. tractor units, S.A.E. coupling, vacuum brakes, good condition, £600 the two.

THREE single-axle York trailers, vacuum and air brakes, S.A.E. coupling, £1,200 the three.

MUNTON, Rushington 273. 919-6209

1960 COMMER TS3 tractor unit, Scammell coupling, air brakes, in first-class order, £800.

1959 COMMER TS3 tractor unit, S.A.E. coupling, in first-class order, £700.

1958 LEYLAND Comet tractor unit, 2-speed axle, S.A.E. coupling £750.

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B.M.C. Late 1959 tractor unit, 5.1 diesel, fifth wheel, vacuum brakes, low mileage.

ALBION 1958 Clydesdale heavy-duty tractor unit, Leyland 375 engine, fifth wheel, vacuum brakes

RYLAND GARAGE, LTD., Ryland St., Off Broad St., Birmingham, 16. Edgbaston 4501-5. 916-342

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CARRIMORE. A trailer doubles the payload of your lorry and reduces the ton-mile cost proportionately.

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JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares, Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884. 916-242

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35-FT. by 7-ft. 6-in. independent van trailer, £125.

15-TON timber trailer, in excellent condition, £200.

1-TON 2-wheel trailers, as new, £40 each.

25-FT. van trailer, Tasker fitting, £225.

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11-TON flat trailer, 25-ft. Scammell coupling, as new, £500; 10-ton tipper, Scammell coupling, new 15-yd. body, 15-ton ram, stabilizer, etc., suitable coal, coke, grain, etc., £550. Page and Bayliss, Bromyard, Herefordshire. 916-6143

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Full service facilities and large stocks of replacement
units and spares.
QUOTATIONS for complete rebuilds, including steel
bodies, 3 to 7 cu. yd.
CONSULT as on all tipping-gear problems.SOUTHERN HYDRAULIC, LTD., 11 Victoria Crescent,
S.W.19. Phone, Liberty 2497-8. 916-641

TOW ROPES

15-FT. heavy steel wire tow ropes, complete with hooks
and chains, £3 each; carriage paid, cash with order.
Cundey and Stewart, Ltd., Alfreton, Derbyshire. Lea-
brooks 477. 916-805

TYRES AND TUBES

STUCK tyres and tubeless leakers completely avoided by
fitting with Tyrenum (regd.) anti-adhesive. For covers
frozen to untreated rims, apply Coaxite (regd.) penetrant-
lubricant. Guaranteed harmless to rubber. From all
main factors. 222-864CLAPTON TYRE SERVICE. Sound part-used tyres.
32 x 6 T.T., 65s.; 32 x 6 H.D., 80s.; 7.50 x 20,
8.25 x 20, 100s.; 36 x 8, 9.00 x 20, 115s.; 10.50 x 20,
135s. Money refunded if tyres not approved. Send cash
with order. 109a Crickfield Rd., Clapton, London, E.5.
Phone, Amh 7073. 222-87536 X 8, 12-ply, £23; 7.50 x 20 Cross Country or
civilian tread, 8-ply, £12; 10.50 x 20 remoulds, £11;
7.00 x 16 remoulds, £5. All carriage paid.

L. W. VASS, LTD., Amphil, Bedford. Amphil 3255. 222-924

36 X 8 new, 12-ply, £23; 14-ply, £25; 9.00 x 20 new
standard 12-ply, £23 10s.; 14-ply, £25 10s.; 9.00 x 20
Trak Grip 10-ply, £12. Carriage paid.THE BRITISH RUBBER CO., Baidon, Yorks. Shipley
55427. 222-675200 11.00 x 20 first-class remoulds, Trak Grip and
standard treads, £15 each.
100 New 10.50 x 16 remoulds, standard treads,
£10 10s. each.100 14.00 x 20 second-hand tyres, good condition,
from £10 each.

50 10.50 x 13 90% profile, £10 each.

20 Brand-new Dunlop 16.00 x 20, £55 each.

6 11.25 x 24 new tractor tyres, £15 each.

50 9.00 x 16, brand new, £10 each.

SHEFFIELD TYRESTOCKS, 112 St. Phillips Rd.,
Sheffield, 3. Phone 21323. 916-617950 10.50 x 16 tyres and wheels, 50 9.00 x 16 tyres and
wheels, new S. Greeney, 89 Granville Rd., South-
fields, S.W.18. Vandyke 6344. 916-134

Tyres and Tubes Wanted

WANTED, tyres of all types and sizes, spot cash.
14. Matthews, Ltd., 97 Stockwell Rd., London,
S.W.9. Brixton 2026. 222-936

WELDING

BARIMAR for scientific welding repairs under Barimar
money-back guarantee. Cracked and broken cylinder
blocks and heads, cracked and worn valve seats, smashed
crankshafts, broken crankshafts and all other motor and
diesel parts, perfectly repaired by Barimar. Specially
designed low costs. Barimar House, 22-24 Peter-
borough Rd., Fulham, London, S.W.6. Renown 2147-8.
Night calls, Renown 2148. Grams, Barimarque, Wargren,
London. Branches at Birmingham, Newcastle upon Tyne
and Glasgow also operating at full blast. 222-750ANGELL AND WILLIAMS (PECKHAM), LTD., the
specialists in welding repairs to defective crankcase
blocks, broken gearboxes, etc.TRAFALGAR BRIDGE WORKS, Sumner Rd.,
London, S.E.15. Rodney 3559. 222-602

WHEELS

CROSSROADS COMMERCIALS, LTD., Gildersome,
near Leeds. Morley 4144-5-6. All makes and sizes
in stock. 222-988BEDFORD, Commer, A.E.C., Ford and most others;
also wide-base conversion sets, 20,000 in stock.TURNER AND KNIGHT, Southfield Paddock, Pope's
Lane, Ealing, W.5. Ealing 4298. 222-728JOHN CHARLTON (BOLTON), LTD. commercial
vehicles and spares. Bent Street Works, Kearsley, near
Manchester. Phone, Farnworth 1884.2,000 Wheels in stock of all types and sizes, English
and American. 222-938

WHEELBASE EXTENSIONS

BAICO wheelbase extensions to all popular makes of
commercial vehicles, including Austin, Bedford,
Commer, Dodge, Ford, Guy, Morris, etc. Baico Patents,
Ltd., 327-9 High Rd., Chiswick, London, W.4. Chiswick
2286-7. 222-930CHASSIS DEVELOPMENTS LTD., Skimpot Industrial
Estate, Luton 52371, for Bedford wheelbase exten-
sions and York third-axle conversions. 919-9995

WINDSCREENS

PERSPEX cut to size and pattern. Denny, Ltd., 13
Netherwood Rd., W.14. She 5152, 1426. 222-657WINDSCREEN assemblies, half-drops, sliding windows,
manufactured alloy brass-steel. Quick frame repairs
and reglazing service. British Steel Frame Co., Ltd., 205
Cambridge Heath Rd., London, E.2. Shoreditch 3272-5.
222-63

MISCELLANEOUS ADVERTISEMENTS

ACCOMMODATION

CATERING—WEST COUNTRY.

PAIGNTON HYDRO HOTEL. The most popular coaching hostelry in Torbay. 100 bedrooms, all modern amenities. Fully licensed. Offer accommodation for Saturday nights only, fully booked for remainder of 1961 season. Two large restaurants are available for luncheon parties. Menus available at reasonable prices. Own coach/car park. Apply Mr. W. J. Gent, M.H.C.I. Phone 56333. zzz-782

AGENCIES—WANTED

SPANISH supply company in Las Palmas operating with 10 American oil companies, requires manufacturer's exclusive agencies for territories of Spanish Sahara, Iney, Canary Isles and Spanish Guinea. English director visiting U.K. July-August. Box CM161, care of "The Commercial Motor." 916-x5447

AUCTIONS

RE DOUGLAS EQUIPMENT, LTD.

BY ORDER OF R. P. MATTHEWS, ESQ., F.C.A.,
RECEIVER AND MANAGER.

MESSRS.

FULLER HORSEY SONS AND CASSELL

HAVE BEEN INSTRUCTED TO OFFER FOR
SALE BY AUCTION IN LOTS

AT THE

BELLE VUE HOTEL,

HIGH STREET, CHELTENHAM, GLOS.,

ON

TUESDAY, JULY 18, 1961.

at 11 a.m. precisely.

MACHINE TOOLS,

COMMERCIAL VEHICLES, SPARES

AND EQUIPMENT

(LOCATED ON THE PREMISES IN KINGSDITCH
LANE, TEWKESBURY ROAD) CHELTENHAM,
GLOS.).

including Kearns O.B. BORING MACHINE; Victoria U 2 MILLING MACHINE; Mitchell LATHE, RADIAL and PILLAR DRILLING MACHINES; GRINDING and HACKSAWING MACHINES; PROFILE CUTTING and SHEET METAL MACHINES; two new Douglas MD44 DUMPTRUCKS; Commer and Austin 5-ton TRUCKS; Douglas 30-cwt. TRUCK; new Commer TS3 ENGINES; GEARBOXES; DIFFERENTIAL, FRONT and REAR AXLE ASSEMBLIES; PROPELLER and AXLE SHAFTS; CHASSIS FRAMES; BRAKES; WHEELS; WELDING TRANSFORMERS; air compressor; four Bravo oil-fired SPACE HEATERS; portable electric tools, Burroughs SENSIMATIC ACCOUNTING MACHINE; adding machines, typewriters; OFFICE and CANTEN FURNITURE and EQUIPMENT steel storage racks; steel plates, sections and bars; electrical accessories and numerous other effects.

NOTE: THE MODERN SINGLE-STOREY FACTORY, consisting of about 50,000 sq. ft. on a site at little more than three acres, is for disposal.

CATALOGUES, when ready, may be obtained of R. P. MATTHEWS, ESQ., F.C.A., MESSRS. ROOKE, LANE AND CO., CHARTERED ACCOUNTANTS, 2 NORFOLK STREET, STRAND, LONDON, W.C.2, or of MESSRS. FULLER HORSEY SONS AND CASSELL, INDUSTRIAL AUCTIONEERS AND VALUERS, 10 LLOYDS AVENUE, LONDON, E.C.3. 916-6188

SALE BY AUCTION.

FINE DON ROAD REPAIR CENTRE,

IRTHLINGBOROUGH, NORTHANTS.

WEDNESDAY JULY 19, AT 2 P.M.

40 COMMERCIAL VEHICLES,

including

DIESELS OF UP TO 14 TONS CAPACITY. ALSO TRAILERS, AUSTIN, COMMER, DODGE, GUY, LEYLAND, MORRIS, THORNycroFT AND VULCAN VEHICLE SPARES, BRAKE LININGS, TYPEWRITERS AND EQUIPMENT SURPLUS TO THE REQUIREMENTS OF B.R.S. LTD., AND B.R.S. (PARCELS), LTD.

ON VIEW: Tuesday prior and morning of sale.

Catalogues (9d.) from the Chartered Auctioneers:—

WARNER SHEPPARD AND WADE,

16-18 HALFORD STREET, LEICESTER. 916-10

A60

Miscellaneous Advertisements (contd.)

TITTENSOR, STAFFS.

FOR MESSRS. BASSETTS (ROADWAYS), LTD.
OWING TO REORGANIZATION OF DEPOTS.

TUESDAY AND WEDNESDAY,
18TH AND 19TH JULY, 1961.

AUCTION SALE OF:—

58 COMMERCIAL MOTOR VEHICLES chiefly Bedford, Ford, E.R.F. and Perkins spare parts, flat, channel and tipping lorries, Scammell prime movers and vans.
14 VEHICLE TRAILERS by Scammell, Dyson and Tanker (chiefly 7 and 8 tons).
22 DIESEL AND PETROL ENGINES by Gardner and Perkins and chiefly 4, 5 and 7 cylinders.

WELDING AND GREASING PLANTS.

6 Epco and other 5- and 10-ton HYDRAULIC JACKS. Complete 5 Bay S.F. Dutch Barn.

Large quantity of Garage Equipment, Gardner, Bedford, Ford, E.R.F. and Perkins spare parts, flat, channel and R.S.J. iron, asbestos sheets, Anderson shelter sheets (curved and flat), wheels, tyres, axles, Dunlop S.T.23 compressor and many other lots.

SALE EACH DAY COMMENCING 11 A.M.

CATALOGUES will be forwarded on application.

A Caterer will be in attendance.

The Sale will be held at

THE TITTENSOR VILLAGE HALL.

VIEWING: Monday 17th July, 1961, or earlier by arrangement. 917-6203

THOBY AUCTIONS.

THOBY PRIORY, THOBY LANE, MOUNTNESSING, BRENTWOOD, ESSEX.

H. W. INGLETON AND CO.

HAVE BEEN INSTRUCTED

TO SELL BY AUCTION

VALUABLE

USED LORRIES, TRAILERS, VANS, MOTOR CARS, TRACTORS, AGRICULTURAL MACHINERY AND GENERAL ENGINEERING EQUIPMENT

AT THE ABOVE PREMISES

ON *

TUESDAY, JULY 18, 1961,

COMMENCING 10.30 A.M.

ON VIEW Monday, July 17, 10.30 a.m. to 4.30 p.m. and on morning of Sale. Refreshments available. Further entries invited, particulars of which should be sent to the Auctioneers, Messrs H. W. Ingleson and Co., Chartered Surveyors, High St., Ingatestone. Phone: Ingatestone 577.

CATALOGUES in due course, price 3d. 916-314

BUSINESSES, PREMISES, OFFICES, ETC.

SILVERTOWN, London. old-established haulage business for sale, 32 tons B licence, contract-A, etc., with/without premises (fully equipped yard, workshop, stores and offices) on lease, some h.p. arranged, offers invited. Box CM144, care of "The Commercial Motor." 916-6185

METROPOLITAN. Haulage general goods A licence business, 19 tons approx., with five modern diesel vehicles, £12,500. Principals only. Box CM140, care of "The Commercial Motor." 916-6162

FOR sale, December 1959, Ford Trader tipper with 20 miles radius B licence, Yorks. Derby, Notts border. Box CM145, care of "The Commercial Motor." 917-6164

PROGRESSIVE private haulage business for sale, together with freehold property, garages, stores and office, South Western area, excellent connection in Devon, Cornwall and southern counties, operating 12 vehicles over 23 tons A, 21 tons A contract and 6 tons B licences, audited accounts available. Box CM148, care of "The Commercial Motor." 916-x5191

HAULAGE business for sale (limited company), London area 6- and 8-wheel tippers, 12 B licence (50-mile radius) solid coal and fuel, three contract-A's, good long- and short-term contracts, yard and offices 7,000 sq. ft., price £18,500. Box CM143, care of "The Commercial Motor." 916-6192

FOR sale, small garage/filling station and coach business in South Ceshire, genuine reason for sale, would sell garage/filling station separate, only genuinely interested parties need apply. Box CM157, care of "The Commercial Motor." 916-x5334

STEEL buildings with asbestos roofs and down-pipes, 84 ft. x 20 ft., £360 delivered; 110 ft. x 40 ft., £1,100 delivered; 60 ft. x 25 ft., £375 delivered. Steel building, including doors, windows and galvanized cladding, 96 ft. x 36 ft., £1,100 delivered. Steel building, with side rails and fully opening doors one end, 75 ft. x 60 ft., £1,250 delivered. Offers invited. Ballards Wharf, East Quay, Poole 334. 916-6087

£3,000 Deposit will secure you a transport business with 3 vehicles and 17½ tons A licence with a carrying capacity of 25 tons. Metropolitan district. Box CM164, care of "The Commercial Motor." 916-624

HAULAGE company for sale, operating 18 tons A licence and 7 tons B licence with 7 vehicles in Metropolitan area, or would sell vehicles and licences, finance can be arranged for part of purchase price. Box CM163, care of "The Commercial Motor." 916-23

Miscellaneous Advertisements (contd.)

FOR sale, old-established haulage, sand and ballast business, 20 good B, two contract-A and two C licences, also loading and lifting gear, etc., good contracts and connections, ample scope for expansion. Freehold modern garage, 7,800 sq. ft., stores, offices, foreman's house and good yard, in all about one acre. Would sell or lease premises. H. Baldrey, Park Barr Garage, Guildford. 916-9

HEAVY haulage, limited company, 8-ton tractor, 12½-ton trailer, open A licence, £6,000, s.a.v. Box CM 1610, care of "The Commercial Motor." 916-20

£15,000 Deposit, balance by arrangement, 100 tons A licences and 22 vehicles for disposal, Metropolitan area, normal user, general goods—Great Britain; vehicles in excellent condition, regular work available if required. Box CM165, care of "The Commercial Motor." 916-25

HAULAGE contractors have your own diesel storage tanks, storage space available, cheap rates, eight miles north of Preston on A6 road. Box CM1614, care of "The Commercial Motor." 916-450

HAULAGE business, Birmingham, comprising of three vehicles with A licences, approximately 10 tons, for most goods, Great Britain, only £3,950.

HAULAGE business, North West, consisting of 1959 Thames Trader tipper and Thornycroft Trident with B licences with very wide user conditions, limited company, only £1,950.

1960 (Late) BEDFORD diesel 7-ton long-wheelbase lorry with A licence, North West area.

1959 Thames Trader 7-ton long-wheelbase lorry, as new, with A licence North West area, limited company, only £1,950.

AUSTIN van with B licence based Manchester, general 15 miles of base.

FULLER particulars of the above supplied on request and we are prepared to take anything in part-exchange including property, etc.

WILDE AND BENNETT, LTD.

HADFIELD, HYDE, CHESHIRE.

Phone, Glossop 2902-3.

AFTER HOURS 2356. 916-258

FOR sale, transport depot, freehold, 31 years established haulage business with regular services, 10 A, 18 B and two contract licences, 7-8-tonners, Birmingham area. Offices, maintenance and repair shops, warehousing and loading docks, yearly turnover £75,000 and increasing, owners retiring. Box CM159, care of "The Commercial Motor." 916-x5560

Businesses, Premises, Offices, etc., Wanted

WANTED, haulage businesses with ordinary A licences and B licences in any part of the country, or alternatively we are prepared to sell your business for a commission as we have numerous clients on our books.

WILDE AND BENNETT, LTD.

HADFIELD, HYDE, CHESHIRE.

Phone, Glossop 2902-3.

AFTER HOURS 2356. 916-259

SMALL A- or B-licence business required in Glasgow area, condition of vehicles immaterial. Details to Box CM156, care of "The Commercial Motor." 917-6194

CONTRACT HIRE

LAND ROVERS and light vans available on contract hire. Apply for terms.
COOMBS COMMERCIALS (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 916-262

CONTRACTS FOR HIRE AND WANTED

REGULAR contract wanted by owner-driver, 3 ton Luton, Midlands or London and South West. Phone, Wellington, Somerset 2358. 917-x5165

CONTRACT A or B licence work required for two drop-side 10-ton vehicles, based East London. Preferably timber haulage, but all offers considered and answered. Box CM1613, care of "The Commercial Motor." 917-x5547

CONVERSIONS

HENDYS FOR FORD.

BRITAIN'S FIRST FORD DEALER.

DIESEL 4D AND 6D ENGINES WITH REAR-END CONVERSIONS AT LOW COST.

LET US QUOTE YOU.

PERCY HENDY, LTD.

SOUTHAMPTON 2831 (EIGHT LINES). zzz-955

FORK-LIFT TRUCKS

We always have for sale at least one Coventry Climax or similar diesel fork-lift truck 9- or 12-ft. lift, which has been completely overhauled through our organization, repainted manufacturers' colours, test certificate and covered by three months' written guarantee.

PRICES FROM £1,250 EX WORKS.

MATHEW BROTHERS.

87 BEDDINGTON LANE, CROYDON, SURREY

Phone The 3402 (five lines). zzz-853

Miscellaneous Advertisements (contd.)

MOBILIFT 1,500-lb.-capacity fork-lifts, single-cylinder air-cooled engines, good working order. £240.
W. VASS, LTD., Amphil, Bedford. Amphil 3255.
L. zzz-815

Fork-lift Trucks Wanted

FORK-LIFT trucks urgently wanted!!! All types. Immediate inspection and payment. Speed Electrics, Dept. CM, Church St., Basford, Nottingham. Phone 75716. 917-6182

INSURANCE

PAUL CHILDS, LTD.

58 BIRCH GROVE,
LONDON, W.3.

Acorn 2398.

BEST market rates—no claims bonus to 40%. Monthly or quarterly payments accepted. 916-655

PACKING AND SHIPPING

ROYAL 5161 The quickest way of shipping your car anywhere in the world is through
FLEXHILL SHIPPING CO., LTD., 6 Rangoon St., E.C.3. 916-741

SECURITY PARKING

WHEN in Liverpool park at Bankview Service Station on Derby Rd., two miles north from the dock tunnel entrance. Phone, Bootle 5474. Weighbridge available capacity 40 tons. Enclosed parking with 24-hour service. zzz-864

SITUATIONS VACANT

A.M.I.M.I. City and Guilds, A.M.I.Mech.E., etc., on "No pass, no fee" terms. Over 90% successes. For details of exams, and courses in all branches of auto., diesel, aero, mechanical engineering, etc., write for 148-page handbook, free. B.L.E.T. (Dept. 725), 29 Wright's Lane, London, W.8. zzz-812

VAUXHALL-BEDFORD dealers require two experienced commercial vehicle salesmen with good profit record, multi-franchise dealers handling Bedford, Dodge, Ford, Vauxhall, Simca. Write giving full details. Sales Director, Colonial Motors (Southend), Ltd., Hadleigh, Essex. 918-6173

SALESMAN required for public service vehicle specialists. Preference given to experienced and knowledgeable representative but applicants with proved commercial vehicle sales record will be considered—no other need apply. An excellent opportunity for a keen enterprising individual. Good basic salary, commission, expenses and car supplied. Present geographical location immaterial. Full details in confidence to Alf Moseley, Ltd., Knightthorpe Rd., Loughborough. 917-6190

VAUXHALL and Bedford salesmen required. Write giving full details to Sales Manager, G.N. Ltd., 278-300 Batham High Rd., S.W.17. 917-6210

COMMERCIAL vehicle salesman. Tremendous scope for an experienced man in good territory. Top salary and commission. Write for interview to: Managing Director, Carmo (Main Bedford Dealers), Leighton Rd., N.W.5. 916-112

Miscellaneous Advertisements (contd.)

LEADING Northern Commercial Vehicle Distributors seek energetic and intelligent representative for Lancashire. Write, full details to Managing Director's Assistant. Strict confidence observed. Box CM158 care of "The Commercial Motor." 916-6198

Senior Salesman, who is experienced at negotiating at all levels for the sale of both cars and commercial vehicles and who is seeking advancement to junior executive status, is invited to apply for a promising position in the fleet sales department of expanding Rootes Main Dealers. Applications should be made in writing, giving full details of education, past experience and salary required. Applicants living in London and Essex will be given preference. Write to Managing Director, Ray Powell, Ltd., Eastern Avenue, Ilford. 916-6199

EXPERIENCED fitters required for commercial distributors, Croydon area. Phone Works Manager, Mayday Motors, Ltd. The 3473. 916-40

TRAILER building company require a competent draughtsman with experience of tractor fifth-wheel and automatic coupling installations to work on interesting development of existing and new designs. Adequate salary to the satisfactory applicant. Write, call or phone. Chief Draughtsman, Hunds (Leitchworth), Ltd., Icknield Way, Leitchworth, Herts. 918-6204

EXPERIENCED commercial-vehicle Salesman required by Vauxhall-Bedford main dealers. Coaches and Components, Ltd., 92-94 Stamford Hill, London, N.16. Stamford Hill 8444. 918-6208

ASSISTANT Transport Despatch Manager required for a specialized transport concern in the City. Applicant should be aged 24-30, with sound experience of transport and first-class knowledge of London area. This is an excellent opportunity for an alert and enthusiastic person who desires to make progress in a modern specialty transport service organization associated with a well-known company of international repute. Applications, which will be treated in strict confidence, should state age, education, experience and salary required to Box CM1611, care of "The Commercial Motor." 916-300

MANAGER for London depot of N.W. hauliers, excellent opportunity for man of ability and trade connections. Write giving full details of experience, etc., Box CM1618, care of "The Commercial Motor," etc. 916-25565

FIRST-CLASS partsman required, preferably with Vauxhall-Bedford experience, living accommodation available. Apply in writing, stating salary and experience, to Green Garages, Ltd., 641 Statens Rd., Bedford, Middle. 916-507

SITUATIONS WANTED

SALES MANAGER.

A general sales manager of an important distributors wishes a change. Fully experienced in handling large through-put of vehicles, including all classes of commercial vehicles and bodywork, cars, wholesale sales and second-hand sales. Experienced in administration, costing and the engaging and training of personnel. Preference for large distributors or national company manufacturing commercial vehicles, tractive units or derivatives. Replies will be treated in the strictest confidence.

BOX CM1612.

CARE OF "THE COMMERCIAL MOTOR." 916-301

July 7, 1961—THE COMMERCIAL MOTOR 77
(Supplement)

Miscellaneous Advertisements (contd.)

STORAGE AND DISTRIBUTION

LENHAM STORAGE CO., LTD., near Maidstone, Kent. Southern England's largest warehouses, capacity 31 million cu. ft. For storage and daily distribution of all classes of commodities by own covered transport throughout Kent, Surrey, Sussex and Hants. Phone, Lenham 441 (five lines). zzz-792

TENDERS

CITY OF OXFORD.

OFFERS ARE INVITED FOR:

**LEWIN COMPRESSOR TYPE
REFUSE COLLECTION VEHICLE.**

8-16 CU. YD., ON BEDFORD CHASSIS, ORIGINAL REGISTRATION 1952.

Available for inspection at Cleansing Depot, Botley Road, Oxford.
Offers should be addressed to the CITY ENGINEER, TOWN HALL, OXFORD.

HARRY PLOWMAN,

Town Clerk. 916-529

BOROUGH OF BEXHILL.

TENDERS ARE INVITED FOR THE SUPPLY AND DELIVERY OF

**ONE
30-CWT. TRUCK.**

Forms of tender, brief specification and conditions may be obtained on application to The Water Engineer and Manager, TOWN HALL, BEXHILL-ON-SEA.

Tenders to be returned by Friday, July 21, 1961.

EDWARD SMITH,
Town Clerk. 916-326

TENDERS ARE INVITED FOR THE SUPPLY OF A

DIESEL TRACTOR AND A 5-CWT. VAN

For further details and tender forms, please apply to:

The Clerk,
LANCASHIRE AND WESTERN SEA FISHERIES
JOINT COMMITTEE,
16 WALTON'S PARADE,
PRESTON, LANCs. 916-41
(Continued on next page)

CLASSIFIED ADVERTISEMENT ORDER FORM



Bowling Green Lane, London, E.C.1

PLEASE INSERT THE FOLLOWING ADVERTISEMENT IN THE NEXT.....ISSUE/S

UNDER THE HEADING OF.....

Rate 11d. per word (minimum 12 words 11/-) • Box Numbers: allow
4 extra words plus 1/- registration fee • Press Time: 10 a.m. Tuesday.

						Min. 11/-
11/11	12/10	13/9	14/8	15/7	16/6	
17/5	18/4	19/3	20/2	21/1	22/-	
22/11	23/10	24/9	25/8	26/7	27/6	
28/5	29/4	30/3	31/2	32/1	33/-	

★ Please use BLOCK letters throughout. Name and address, if to be used in the advertisement, must be included above and paid for.

NAME:

ADDRESS:

REMITTANCE ENCLOSED FOR...../.....

Remittances should be crossed and made payable to TEMPLE PRESS LIMITED.

SIGNATURE:

Miscellaneous Advertisements (contd.)

HAMPSHIRE COUNTY COUNCIL. ROADS AND BRIDGES.

TENDERS ARE INVITED FOR THE SUPPLY AND DELIVERY OF:—

- (A) 2 TRACTOR MOUNTED LOADERS/EXCAVATORS WITH OFFSET BOOM.
(B) 6 ROAD SWEEPER/SPRINKLER/COLLECTORS.

Various second-hand items are offered in part exchange. Specifications and forms of tender may be obtained from the undersigned.

The Castle
Winchester,
June 1961.

H. N. JENNER,
County Surveyor.
916-41

COUNTY BOROUGH OF EAST HAM.

TENDERS ARE INVITED FOR THE SUPPLY OF THE FOLLOWING VEHICLES:—

ONE
DUAL-PURPOSE VEHICLE.

TAKING A 1944 CONVERTED AUSTIN AMBULANCE IN PART-EXCHANGE.

ONE
BEDFORD DUPE SERVICE BUS.

TAKING A 1949 BEDFORD COACH IN PART-EXCHANGE.

Further particulars and tender forms can be obtained from the Borough Engineer, Town Hall, E.6. Tenders are returnable by 12 noon on July 28, 1961.

916-315

Boys 3RD AXLE SUSPENSION
HENRY BOYS & SON LTD.
OXFORD ST. WALSHALL 21891

Miscellaneous Advertisements (contd.)

CHESTERFIELD CORPORATION TRANSPORT DEPARTMENT

HAVE FOR DISPOSAL:—

LEYLAND TITAN PD1

LOW-BRIDGE DOUBLE-DECKER OMNIBUSES, 1946-1947, WITH ALL-METAL 53-SEATER BODIES.

All with current certificates of fitness, licensed and in good running order.

Further particulars on application and inspection by appointment.

Offers in writing for one or more of these vehicles endorsed "Second-hand Motor Buses," to be delivered by Monday, July 24, 1961, to The General Manager, CHESTERFIELD CORPORATION TRANSPORT DEPARTMENT, THORNFIELD DEPOT, SHEFFIELD ROAD, CHESTERFIELD.

Phone 3421, 3422.

917-6213

BOOKS AND PUBLICATIONS

MAINTENANCE RECORD (Charnwood Series No. 59). A life history of each vehicle with tyre records, petrol and oil consumption, 4s. 6d. post free.

DIESEL oil stock books. Cost books, etc. Send for descriptive list.

CHARNWOOD PUBLISHING CO., LTD., Coalville, Leicestershire.

THE OPERATORS' GUIDE TO THE TRANSPORT ACT, 1953. Explains the process of denationalization of road goods transport and the rights and liabilities of road transport operators. 32 pages, 1s. 6d. net from booksellers, or 1s. 8d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1.

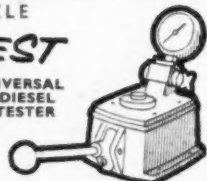
HARTRIDGE

NOZZLE

POPTEST

The only UNIVERSAL
(low priced) DIESEL
INJECTOR TESTER

FOR EFFICIENT
DIESEL SERVICE



LESLIE HARTRIDGE LTD.
151 Great Portland Street, London, W.1.
Telephone: LANgham 7191-2-3

CLARK ROSS SPARES
FOR MATERIALS HANDLING EQUIPMENT
Genuine spares and service from the sole United Kingdom Distributors
I.T.D. LIMITED
DEPT. 50, WEBB LANE, HALL GREEN
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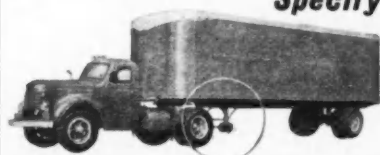
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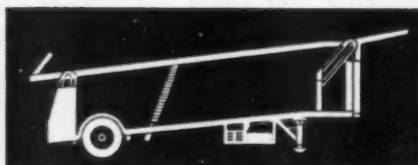
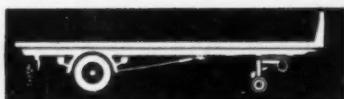
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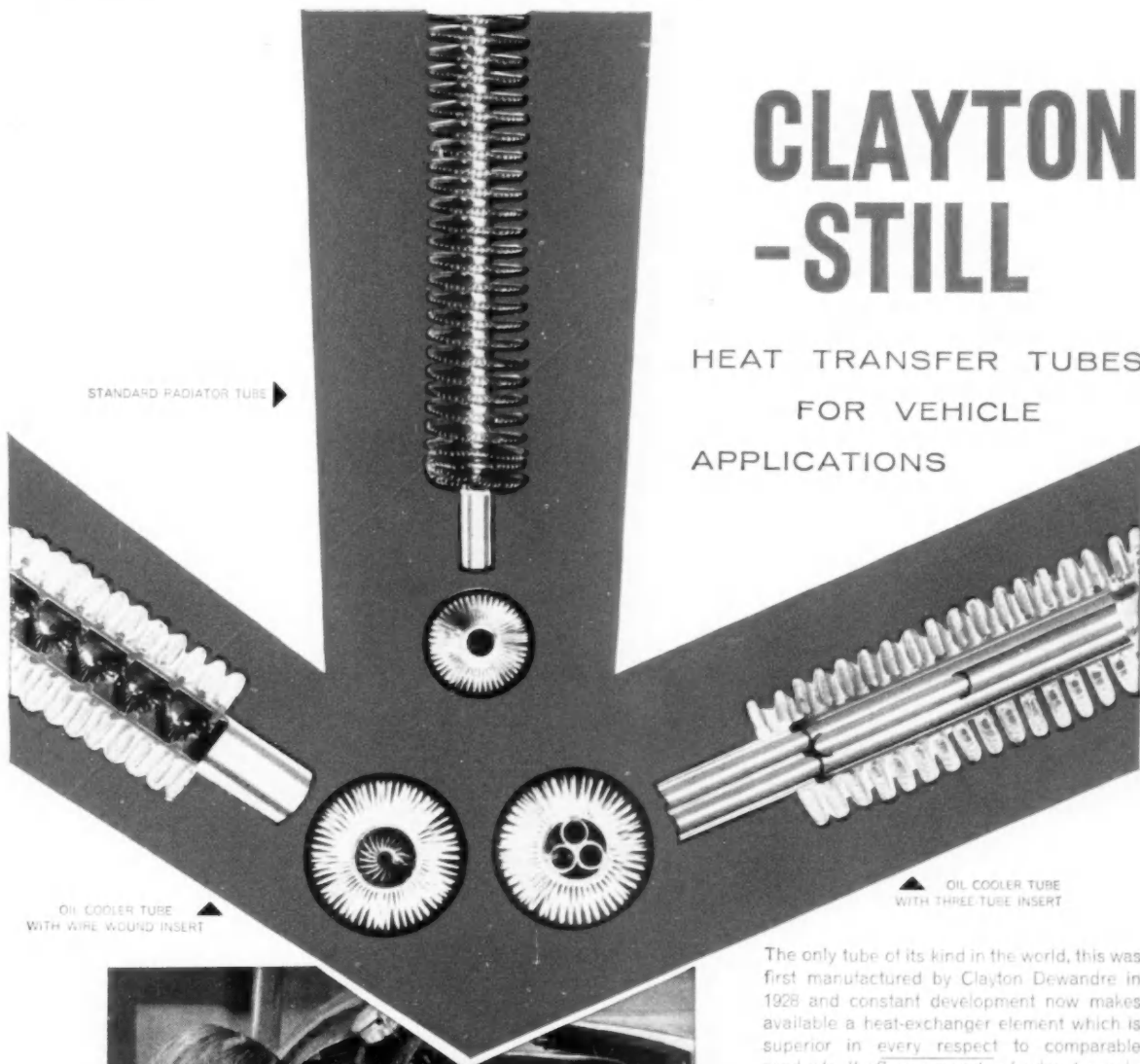
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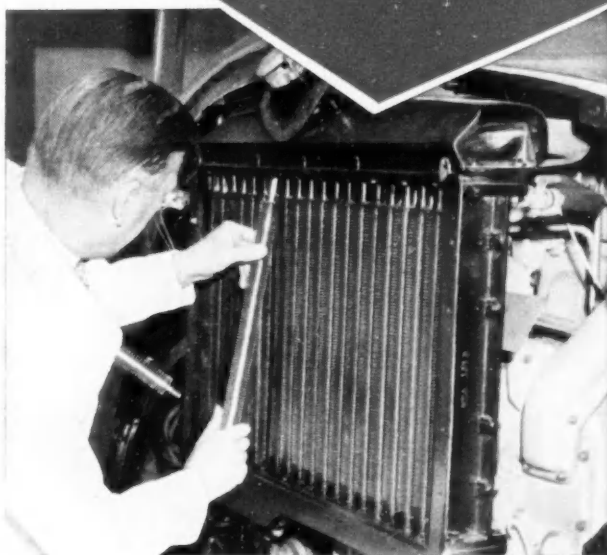
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